

BUSINESS

AIR TRANSPORTATION

VOL. 27, No. 5

NOVEMBER 1955

THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE

AIR WAYBILL/AIR CONSIGNMENT NOTE
ISSUED BY
SABENA

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CLIPPER CARGO AIRLINES
AIR WAYBILL

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NOTES POUR LA FRANCE

PARIS PARIS

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AIR WAYBILL

(AIR CONSIGNMENT NOTE)

SCANDINAVIAN AIRLINES SYSTEM

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LETTER DE TRANSPORT AERIEN

NOTES POUR LA FRANCE

PARIS PARIS

AIR FRANCE



HOW TO CALM EMERGENCIES!



USAF HERCULES

The early presence of U.S. troops in a trouble zone has often prevented disorders and averted actual combat. The important thing is *getting them there in a hurry* to meet any emergency.

The new C-130 Hercules is an excellent airplane for this job. This combat cargo transport carries 92 fully-equipped troops at high speed over long routes in air-conditioned, pressurized cabins which minimize in-flight fatigue.

The Hercules was designed for urgent action. Its unique tail ramp permits troops to run aboard. With its four Allison T56 turboprop engines it takes off in 12 seconds, uses improvised runways for landing troops closer to action.

The Hercules is in quantity production today for the USAF as a paratroop carrier, cargo carrier, troop carrier and airborne ambulance. It's another product of Government Aircraft Plant No. 6, in Marietta, Georgia, America's first turboprop production line for transports.

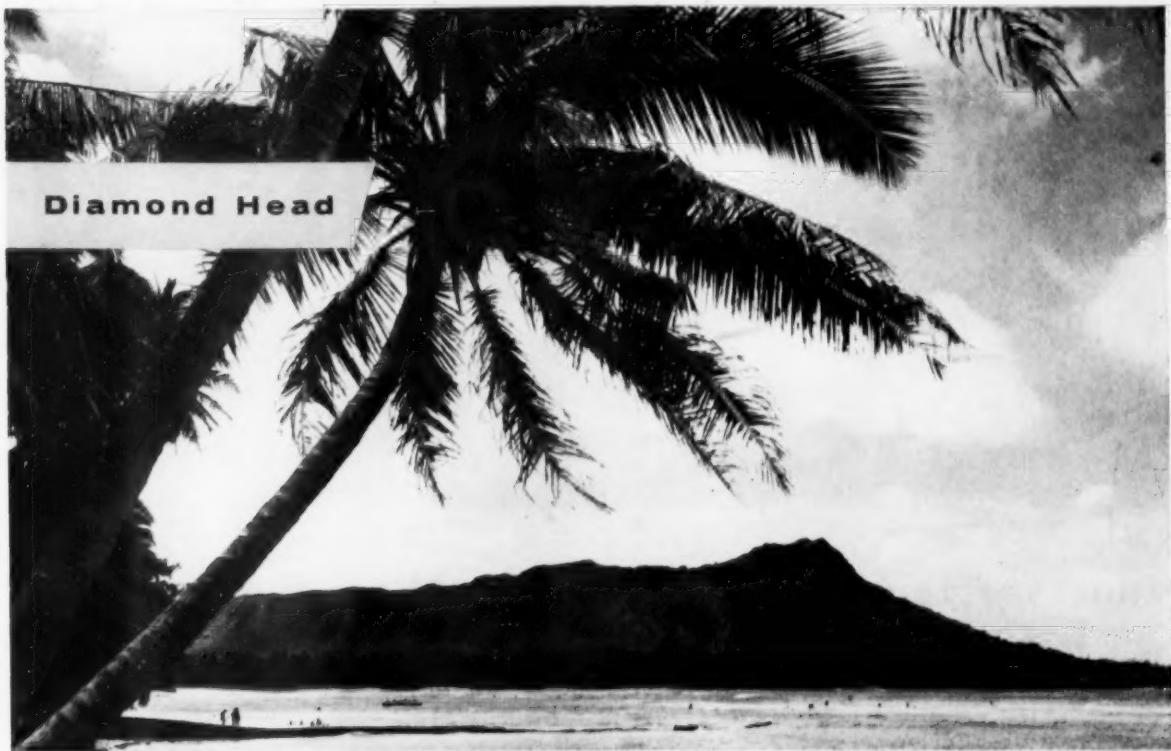


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Georgia Division, Marietta, Georgia





Diamond Head

LANDMARKS OF THE SEA

Like some mighty sphinx or lion couchant, Diamond Head guards the approach to Honolulu, the favorite seaside resort of Hawaii's ancient kings. Originally known as Leahi, meaning "Place of Fire", it is said to have been the home of the fire goddess, Pele. It was her tears that were found by the British sailors who, thinking the gleaming crystals were diamonds, called it Diamond Head.

This picturesque promontory jutting out five or six miles east of Honolulu is the most perfect as well as the best known of all secondary craters in the islands. The regularity of the elliptical cone indicates that it was created within a few hours by an extremely rapid projection that was deflected to leeward by a strong trade wind piling the tuff up disproportionately. Animals now enter the crater freely through some small breaks in the rim and it is used as a pasture.

Since the harbor which can shelter the world's largest ships meant little to the Hawaiians who preferred to run the surf at Waikiki, it is not surprising that at least five expeditions including those of Captain Cook and Captain Vancouver passed this famous landmark before the harbor was discovered in 1794 by Captain Brown of the "Butterworth."

TALBOT, BIRD & CO., INC.

Insurance Underwriters

111 John Street, New York 38, N. Y.

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AIR TRANSPORTATION

The World's First and Only Air Cargo Magazine . . . Established October, 1942



Member of Business Publications Audit of Circulation, Inc.

AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in **AIR TRANSPORTATION'S** wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, and business flights.

Subscription rate for United States and Territories, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years. Individual copies (except November), 50 cents each; November issue, \$1.00 per copy.

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November, 1955

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Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales) totals 8,036 copies. Gross circulation is more than 9,000 copies. This issue will be received by a minimum of

6,841 shipping and business executives, including:	472 airline executives and other personnel
2,928 traffic managers	115 military personnel (principally MATS)
1,047 presidents; partners; proprietors	6 banks
65 vice presidents	18 insurance firms
48 secretaries; treasurers; controllers	89 trade organizations
502 freight forwarders	213 Federal, state and city government departments
437 export-import managers; export-import merchants	97 educational institutions and students
385 purchasing agents	63 business and public libraries
994 aviation department heads of commercial and industrial firms	44 foreign governments
134 general and sales managers	53 aircraft and aircraft equipment manufacturers
221 shippers awaiting sub-classification	25 miscellaneous

The most recent study of *Air Transportation's* circulation has shown a pass-along of each issue to 3.45 persons, or a total readership of 4,450 persons per copy. On this basis, this issue of *Air Transportation* will be read by a minimum of 40,050 persons. The latter figure does not include readers not classified under "net circulation."

SMART SHIPPERS
PREFER
AIR CARGO



FOR PROFITS
SHIP
BY AIR

VOL. 27

NOVEMBER, 1955

No. 5

Seaboard-REA Deals Give Express Overseas Outlet

NEW YORK—The Air Express Division of Railway Express Agency, which has agreements with 39 scheduled domestic airlines, has signed an agreement with Seaboard & Western Airlines whereby one-way bill air express service will be extended to major points in Europe, the Middle East, Asia, and Africa. REA, with its 370,000-mile domestic rail and air express network, will serve as exclusive general sales agent for the certificated transatlantic cargo airline.

International air express, after a spectacular rise, ceased after 1949. Thereafter, all operations were purely on a domestic basis. Domestic air express, which has received important competition from air freight and air parcel post, nevertheless reached a high in 1953 (42,515,000 revenue ton-miles), but slackened somewhat last year. At its peak in the final international air express year of 1949, a total of 49,444 revenue ton-miles was flown. This was substantially higher than the best year for domestic air express.

Seaboard operates a fleet of six DC-4s and four Super Constellations. It has two more Super Connies on order.

CAB Sets International Forwarder Case for Feb.

WASHINGTON, D. C.—The tentative date of February 20 has been set for the opening of the Civil Aeronautics Board's investigation of the international air freight forwarder.

The subject of joint rates between air forwarders and air carriers, approved by the CAB in the Domestic Air Freight Forwarder Case (see *Victory for the Domestic Air Freight Forwarder* in October AT), will be carried over into the heart of the international case. The Board has ruled that forwarders may enter into agreements with the airlines to get volume rates lower than those available to individual shippers of similar bulk. This proposition already has been hit by three cargo airlines—ASA International Airlines, Riddle Airlines, and Seaboard & Western Airlines.

Relief Supplies Airlifted

Flood in Mexico and hurricane in the British West Indies recently had Air France, BOAC, and Airwork in the roles of angels of mercy. Air France responded to an appeal made by the Mexican Red Cross and flew in 10 billion units of penicillin. BOAC and Airwork airlifted more than 15 tons of relief supplies from London to Trinidad, most of it via New York.

Russia in IATA?

NEW YORK—It is understood that the International Air Transport Association will invite Aeroflot, Soviet Russia's national airline, to join the world organization. According to Sir William P. Hildred, IATA director general, Russia turned down a similar invitation to join eight years ago.

Lord Douglas, chairman of British European Airways and newly elected IATA president, expects to travel to Moscow to initiate discussions on the possibility of opening commercial air service between Britain and the Soviet. Sir Miles Thomas, BOAC chairman, has indicated his interest in a London-Tokyo service via Moscow and Mukden or Peking. Pan American World Airways also is reportedly interested in a service to the Russian capital.

How Panagra Does It

LIMA, PERU—Here's one way how John A. Regan, Panagra's cargo sales superintendent here, takes care of the subject of special cargo handling. It's all in this circular letter, headed *Prominent Passenger Notice*, addressed to the airline's general sales agents, district traffic managers, and station managers:

"Management has informed us that a very important passenger will be traveling frequently over Panagra routes in the near future on an indefinite itinerary. It is an item of utmost interest to all concerned that he be afforded, to the utmost degree of our ability, all the usual Panagra courtesies and fine attention of which we are proud.

"Because of the unusual characteristics of this person we feel it important to advise you that subject passenger is unable to walk and must be handled efficiently and solicitously at each destination. Besides this tragic infirmity the passenger is deaf, dumb, and blind, which only helps to compound his possible intransit difficulties, so it will be necessary for each one of us in the sales offices and airports to keep our eye open to help smooth out all the travel problems which might arise, with a minimum of delay, confusion and aggravation to the aforementioned and the friends waiting to meet him along the way.

"The passenger's name is REVENUE CARGO and we know that we can count on each one of you to keep your eye on his movements, to insure a lasting good impression of Panagra and also, his continued patronage."

John A. Regan
Cargo Sales Supt.

Hildred on Air Cargo: People Slow to Learn

NEW YORK—Sir William P. Hildred, director general of the International Air Transport Association, in his report on the state of the international air transport system, referred to air cargo in the following terms:

"We are also carrying on energetically with a policy of expanding the cargo market. Within the last year we have instituted sweeping new commodity rating systems to benefit the shipper and we hope to extend their effect. Yet we are aware of the difficulties ahead. It is difficult to develop a rate structure which will open up the market without jeopardizing unduly our existing revenues, and it is a major task to spread the gospel of air cargo. Experience in Europe and on this side of the ocean show that manufacturers generally know little about cargo rates and even less about the unseen advantages which lie below the surface of the tariffs. Few, for example, are aware of the savings in packaging and insurance which air cargo affords. Few realize how quick air cargo service can cut warehousing costs and reduce the dead weight of inventories. Very few realize how much safer air cargo is from pilferage and loss. I have only recently heard quoted figures which indicate that even in domestic transport inside this Continent the actual experiences of claims per 100 shipments is almost five times less for air cargo than for other forms of transport.

"I am clear that if every shipper made his choice of routing on the basis of all available information the amount of air cargo traffic would double at present rates. People are slow to learn. If I stood outside the Waldorf today selling dollar bills for a nickel, it would take an hour or two before people would believe it was true. By then, of course, I should have gone inside. We don't propose to do that with air cargo. We shall continue the educative process and confidently expect to tap the mass market as soon as we can get the rates down to figures which will bring a flood of traffic. That is our aim."

Lord Douglas to Head IATA

NEW YORK—The presidency of the International Air Transport Association, currently held by Juan T. Trippe, president of Pan American World Airways, will be taken over by Lord Douglas of Kirtleside at the 1956 general meeting of the world airlines organization. Lord Douglas, who is chairman of British European Airways, was elected at the closing session of the 11th annual general meeting here. During World War II, he served as Air Chief Marshal.

Air Charters

Lambert Brothers, Ltd., of London, reports at press time that "a fairly high level of activity has prevailed on the market and a firm tone has been maintained throughout, although there is no particular feature at present, interest being fairly evenly divided between passenger and cargo business. These healthy conditions are a result of a sustained general enquiry, which, for the most part, appears to be of a serious nature."

Reported Dyson Air Freight, New York: "The stevedore strike in the early half of September had little or no effect on the charter market as far as fixtures were concerned. Enquiries were plentiful, varied, and mostly unrealistic. Surface transportation strikes or stoppages of any kind have never and will never materially affect the American air charter market. It was not predicated on misfortunes or irregularities of ocean shipments."

Air Freight Forwarders

Air Express International Corp.: According to Charles L. Gallo, president, AEI's recently instituted tariff has brought enough of traffic volume between Germany and the United States to make possible further rate reductions. Here is one example given by Gallo: a 50-pound specific commodity shipment moving from

Dusseldorf to New York/Newark now costs \$22 via AEI, compared with the airline rate of \$38.50.

Empire Foreign Freight Forwarders, Inc.: Alan D. Gould, traffic manager, has announced "a new warehousing and distributing service to expedite international air freight shipments through the New York gateway to destinations in Europe, Asia, Africa, and South America." Gould further stated:

"Empire will arrange to secure warehousing space at strategic points convenient to the international airports. Inland shippers may ship bulk via truck or rail to New York. There, the goods will be stored pending notification from the shipper, the requisite goods will be taken out of inventory, stenciled with the appropriate marks along with complete documentation covering the shipment, and delivery will be performed the same day.

"Thus, it is possible, if the inland shipper wires instructions, within hours of the same day the shipment will be at the airport awaiting carriage by the air carrier to foreign destination. Combination truck and air service through Miami out of New York is also provided. The inland shipper will not only expedite movement of his air freight, but he can cut his transportation costs and reduce his own storage and labor requirements. To ship in bulk quantities to Empire's distributing centers will wipe out the onerous minimum charges on small shipments that ordinarily adhere to air freight shipments while in transit to the New York gateway. Warehousing and distributing charges will conform to the existing competitive rate structure with none of the premium charges that usually cling to international air freight

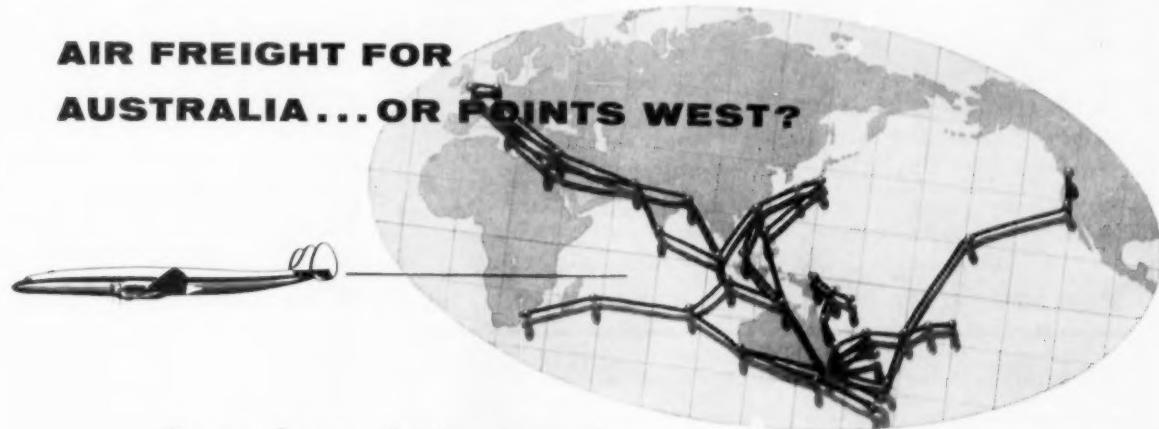
shipments. The whole operation is under one control."

Emery Air Freight Corp.: Here's an interesting item straight from Emery's always absorbing newsletter:

"Five years ago, any production, purchasing or traffic man who had suggested supplying an assembly line by air freight for six months would have run the risk of being moved to the desk by the water cooler. But, it's rather evident now that you no longer need fear making such a suggestion, if the circumstances warrant it. For example: An air conditioning manufacturer wanted to speed up his assembly line so as to make more units available for sale during his peak, hot weather selling period. He reasoned, naturally, that any assembly line stoppage that occurred during the speed up would be disastrously costly, more than wiping out the extra profit to be made from the increased units produced. He also reasoned accurately and realistically that over a period of time his vendors would have delays in production of the extra components he needed and there would be delays in the transportation of the components from the vendors. It was obvious that for safety he must increase his inventory stockpile of components.

"But here he was stymied: The vendors were already producing at capacity. His inventory stockpile could not be built up to match the increased consumption of the accelerated production line. He decided he simply couldn't take the chance of a stoppage. The logic, up to this point, was correct. However, it was based, partially, on an outmoded premise: that the inventory stockpile has to be large enough to cover the eventuality of a surface trans-

AIR FREIGHT FOR AUSTRALIA...OR POINTS WEST?



Qantas knows the South Pacific

Qantas Super Constellations fly regular schedules from Vancouver-San Francisco to: Honolulu, Fiji, *Samoa, *Tahiti, *New Zealand and Australia (immediate connections to all points), New Guinea, New Caledonia, New Hebrides, Solomons, etc. . . and points east: South Africa, Asia, Europe. Australia's Overseas Airline serves 5 continents and 26 countries.

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portation delay. The premise is outmoded because air freight can leap-frog partial shipments from vendor to manufacturer right over the head of stalled surface deliveries in a matter of hours, not days. It becomes the escape valve which makes it possible to increase your head of production steam with safety.

"The man by the water cooler—he had made this same suggestion, five years before—suggested the use of air freight. It was tried during an experimental period and found not wanting. Then the production line was speeded up, and for six months it purred at top speed. The escape valve was necessary—practically ever day an air shipment was brought in from some vendor. At the close of the six-month period the increased transportation cost was measured against the increased profits. Air freight won its case brilliantly.

"The man by the water cooler has a new desk and a new location."

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START recording and playing them back with the battery-operated Midgetape ANYWHERE you may be.

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carrying approximately 6% of the more than 17 billion pieces of non-local first-class mail handled annually. The experiment has not cost any discernible loss in air mail revenue. The airlift carries the regular first-class letter with the normal 3¢ stamp when space is available on aircraft.

Airports

The Port of New York Authority's proposal for a temporary \$50,000 heliport on the bulkhead at the foot of West 30th Street, New York (see October Air Transportation) has won the backing of a number of important helicopter figures, including I. I. Sikorsky, engineering manager Sikorsky Aircraft, United Aircraft Corporation; Harry S. Pack, vice president, Piasecki Helicopter Corporation; Harvey Gaylord, vice president, Texas Division; Bell Aircraft Corporation, Colonel William B. Bunker, president, American Helicopter Society and Commandant of the Army Transportation School, Fort Eustis, Virginia; and A. V. J. Vernieuwe, vice president operations, Sabena.

Seattle-Tacoma International Airport reports that total freight pounds handled during the month of August reached 2,584,218, in contrast to 2,275,849 pounds in August of last year. During the first eight months of 1955, a total of 20,359,349 pounds of freight was handled at the airport. This represents an increase of 3,297,514 pounds over the total recorded during the same period last year.

Civil Aeronautics Board

The CAB has issued a permanent certificate of public convenience and necessity to Trans-Texas Airways, a local feeder airline operating in the states of Texas, Louisiana, Arkansas and Tennessee.

Congratulations

United States Airlines

National: L. C. (Les) Wisenauer, ex-Miami district sales manager, elevated to the position of cargo manager, responsible for the system's cargo sales and operations.

Pan Am: Everett M. Goulard named vice president - industrial relations.

Riddle: Howard R. Donaldson promoted to operations manager.

Slick: Americo J. Focacci appointed district sales manager in charge of domestic and international sales in the New York area.

United: Ernest J. Williston and O. W. Lott named station service managers at Denver . . . R. B. Link appointed chief of station ground service at Youngstown.



Wisenauer

Air Mail

In a report issued by Postmaster General Arthur E. Summerfield, it was revealed that the Post Office Department's experimental airlift of first-class mail is

United States Overseas: Captain Edward F. Norman (ex-Pan Am), appointed vice president-operations.

Western: G. C. Brooder, aviation veteran, elected vice president . . . Kenneth O. Smith appointed director of public relations, and Bert D. Lynn named director of advertising and sales promotion.

Foreign Airlines

Airwork Atlantic: Paul J. Dearie appointed regional sales manager for Philadelphia . . . Paul L. Van de Velde and Alexander L. Chambers named to the respective posts of manager of operations and assistant to the manager of operations at Idlewild.

BOAC: The following executive personnel changes have been made at the London head office: H. O. Houchen, from general manager-stations and traffic, to deputy operations director . . . J. R. Stanton, from general sales manager to general manager-stations and traffic . . . Gilbert Lee, formerly responsible for the airline's interests in its subsidiary and associated copies, now general sales manager.

British West Indian Airways: Leslie G. S. Hyland appointed commercial manager.

Central African Airways: W. L. Stedman named manager of the Sales Division . . . R. A. Weedon appointed sales promotion manager . . . A. B. Ginnis now serving as Central Africa Area sales manager.

Japan: President Seijiro Yanagita re-elected to his office.

Philippine: Ralph Ygoa succeeds Colonel B. L. Anderson as vice president.

Swissair: Ed LeBlanc appointed cargo sales representative in the Cleveland area.

Indirect Air Carriers

Airgo International: Robert S. Anis named San Francisco sales representative.

Emery Air Freight: R. W. Moore, Sr. and George C. Neal elected directors . . . Arthur Wilson Winship, Jr. named manager of the Cincinnati office . . . Robert K. Uniacke appointed sales representative attached to the same office.

Aircraft Manufacturers

Bristol: P. G. Masefield (ex-BEA), appointed the company's first managing director.

Fairchild: Admiral Robert B. Carney elected a member of the Board.

Lear: Roy Benecchi elected vice president.

Lockheed: James E. Boyce named commercial sales manager of the California Division . . . Thomas F. Bergmann senior sales representative on Boyce's staff.

Piascicki Helicopter: Harry B. Horne, Jr. appointed assistant to Vice President Wesley R. Frysztacki.

Miscellaneous

Port of New York Authority: John R. Wiley succeeds Fred M. Glass, who resigned, as director of aviation . . . Marshall D. Kochman named deputy director of aviation.

(For more news briefs, turn to Page 88)

HOW FAST DOES IT GET THERE?

Are you sure your air shipments to the Orient get the speed and service they deserve?

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OBJECTIVES

The objectives of the Transportation Section are the promotion, advancement, protection and service of the interests of its members in all phases of the transportation industry and activity, in the following four committees: Automotive, Aviation, Marine and Railroad.

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W. B. MCCORMICK
Farrell Lines, Inc.

Railroad
A. E. BAYLIS
New York Central System

*It wasn't sunshine that made Miami a boomtown—
it was the development of air commerce. And right
in the middle of this fabulous success story is*

MIAMI INTERNATIONAL AIRPORT ... TARGET FOR SHIPPERS



Riddle Airlines, North-South all-cargo carrier, is located near the United States Quarantine Station through which thousands of animals pass each month.



Ransa's spacious warehouse is in close proximity to airborne boxcars and railborne boxcars, reducing handling time.

As early as 1911, Miami recognized that its destiny lay in developing air commerce with Latin America. With a population of less than 10,000, it spent \$7,500 to bring an airplane to the city for six demonstration flights.

That was a good chunk of money for such a small community to spend on what most of the world was saying for more than the next two decades was little more than a device to help daredevils break their necks.

Today metropolitan Miami has a population of nearly three-quarters of a million, and 10% of its families earn incomes directly from aviation.

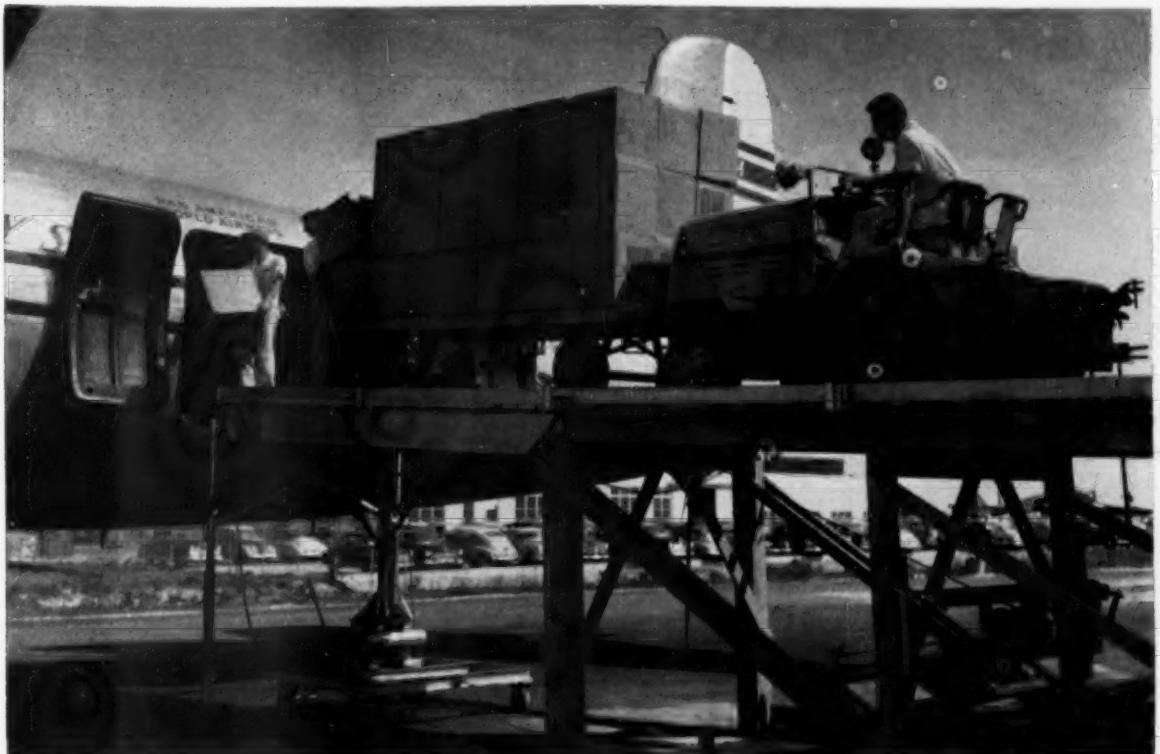
Indirectly, everyone benefits, for the Dade County Port Authority cleared something like \$2 million for taxpayers from its operation of Miami International Airport last year.

By now everyone is realizing that those earnings are just beginning. Far more important, the 60-odd airlines serving this air terminal are learning the historic lesson of transportation—that while passengers continue to be the most profitable payload per plane, cargo holds many times greater significance in economic development of the lines.

Airport's Record

AIR TRANSPORTATION carried the figures for the airport's handle during the first six months of 1955 in its September issue: passengers, 1,685,132; mail, 15,895,412 pounds; cargo, 66,956,600 pounds. Behind these cold figures are chapters of the most dramatic, colorful and significant history of transportation.

Anyone who reads this publication knows that air freight is faster, reduces paper work, permits economies in inventories, lowers insurance rates and allows greater scope for uses of capital. Ever since World War II,



Pan American World Airways' hydraulically controlled ramp enables cargo handlers to operate efficiently with any type of cargoplane.

Miami air forwarders have had extra distinct sales advantages.

Latin America is second only to Canada as our most important market, and is expected to be the most productive before very long. Miami is closer to 98% of all Latin American centers than any other major city in the United States.

Cheaper Rates

Since most of these centers are in mountains or inaccessible for surface transportation by reason of jungles and other barriers, air rates through Miami often are cheaper. This formula stands up:

It is usually cheaper to ship any article manufactured east of the Mississippi from Miami by air to Latin America. This also applies to movement of members of the animal (except giraffes) and vegetable kingdoms.

Here's the case of a shipment from Miami to Havana of a 21,341-pound machine capable of producing 3,000 concrete blocks in eight hours. Included in the order were more than 100 molds and a 3,000-pound concrete mixer.

You might say this is one shipment which certainly could be moved only by surface transportation. Yet the consignees discovered it could be flown

by Pan American World Airways easier and at less cost.

Then there's the problem faced by the Gran Circo Americano Circus. The outfit was in Miami and wondering how to keep its contract for a number of shows in San Juan, Puerto Rico. Fa-

cilities by steamship weren't entirely adequate, particularly since one of the main attractions was a six-year-old elephant. The pachyderm had to go along.

Eventually the matter came to the

(Continued on Page 85)



TAN Airlines is doing a big job hauling freight between Miami and Central America.



The Douglas DC-8 (above) and Boeing 707 Stratoliner (above, right) jet transports, purchased by Pan American World Airways at a cost of \$269 million. The 575-mile-an-hour giants will bring London to within 6 hours and 15 minutes of New York.

International trade of tomorrow gains momentum as

FABULOUS TRANSPORT PURCHASES TAKE OVER THE SPOTLIGHT

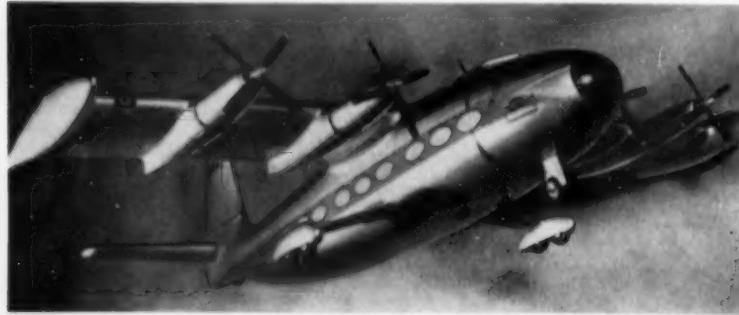
RARELY DOES the news of an airline's purchase of new transports break into the front page, but Pan American World Airways' recent aircraft order did even more than that: it won banner headlines in news-

papers from coast to coast. The reason was self-evident: Pan Am had become the first air carrier to purchase United States-built jets. (National Airlines' president, G. T. Baker, disputed Pan Am's claim to a "first," stating that

on August 10 he told the Civil Aeronautics Board that NAL was purchasing a half-dozen DC-8 jet transports for delivery in 1959 and 1960. The manufacturer, however, asserted that while National had been the first company to record with it the airline's "intention to purchase a stated quantity of DC-8s and to obtain tentative delivery dates," Pan Am was the first to sign a "definitive contract for the purchase of any DC-8 jet transports.")

Pan Am Order

Pan Am's tremendous order, running into an outlay of \$269 million, calls for 25 Douglas DC-8s and 20 Boeing 707 Stratoliners. Boeing will deliver the 707s between December, 1958, and November of the following year. Delivery of the DC-8s will begin a month after, with the final one scheduled to be received 13 months later.



The Frye Corporation's F-1 transport which the designers hope will turn out to be an effective short-haul replacement of the famous DC-3. Its reliance is in economy, safety, and an ability to operate in and out of tiny fields, rather than in speed.



[As AIR TRANSPORTATION went to press, it was learned that United Air Lines had placed an order for 30 DC-8 jets at a cost of \$175 million. The largest single contract for jet airliners yet placed with a manufacturer, it had the effect of putting Douglas well in the lead in the manufacture of such aircraft. In United service—according to UAL President William A. Patterson, the airline hopes to have its first DC-8 flying by November, 1959—the plane will carry from 112 to 140 passengers, in addition to 7,000 pounds of cargo. Previously announced orders for piston-engined transports (\$64.5 million worth) include 21 DC-6Bs, 17 DC-7s, and five DC-6As.]

What Jets Mean

What does the entrance of the Boeing and Douglas jet transports mean to the air shipper and business traveler? The following table, based on some of the points served by the giant international airline, provides a fairly adequate estimate:

(Continued on Page 86)



Ten such Model 1049H Super Constellation airfreighters have been ordered by the Flying Tiger Line at a reported cost of \$20 million. The all-cargo line's purchase of Lockheed's 21-ton payload aircraft represents the biggest single order for commercial cargoplanes ever received by a manufacturer.



Scale models of the Vickers 900 Vanguard and Viscount 700, showing comparison in size. The bigger Vanguard, which British European Airways is purchasing, is a 425-mile-an-hour turboprop with a range of up to 2,500 miles.

Back in the United States after his recent business trip to Japan, a well-known cargo official advises:

BE *Specific* ACROSS *the Pacific*

By RANDALL T. (CHICK) HOLDEN

Eastern Air Cargo Manager, Japan Air Lines

RECENTLY I SPENT several weeks in Japan discussing the problems and advantages of air freight with shippers and cargo agents in various parts of the islands. I discovered that little "selling" of air freight needs to be done as nearly everyone I talked with was already thoroughly sold as to its advantages. However, I did find that the specific services of the carriers need further clarification.

I had the impression that the awareness of the advantages of air freight was due largely to the fact that Japan has throughout its history been a leader in world industry and trade. The problem of bringing in raw materials and getting products to its

world markets has been a big headache until the advent of air freight. What with the low unit cost of Japan's manufactured goods, a competitive price can be maintained even after air freight charges are absorbed.

For instance, the distance between factory and market for the average Japanese shipper is around 10,000 miles. This, in terms of time, is about two months by ship or two days by air. The choice leaves him little doubt as to which is best if prompt delivery is a factor in a transaction.

I discovered, too, that the number of domestic flights within the United States was pretty impressive to the shippers I talked with. For example,



A word of wisdom from Holden: "Take along plenty of business cards."

from San Francisco to New York alone we have a choice of 23 flights a day for cargo we bring over from Tokyo.

Take, for instance, the case of Toshio Takagi who manufactures wearing apparel not far from Osaka. He received an order from a New York buyer a year ago for 3,000 units each of happi coats and robes in miscellaneous colors and sizes. The order, placed several months in advance, was forwarded by ship and train.

Some colors and patterns sold well, but others did not, and the New York buyer was left with a big inventory which he had to mark down and finally job out what was left over.

Quick Reorder

In order to keep his customer the following season, Mr. Takagi suggested that the buyer start with a small order, and then reorder after testing customer reaction. One fact alone enabled him to sell this plan to the buyer—the fact that he could get the merchandise to New York by air freight within 72 hours of the time he received the order. Mr. Takagi arranged to split with the buyer the differential of air freight over surface transportation. This was worth it to both him and his buyer, as it gave business to each which would otherwise have been forfeited.

It also works the other way. Michio Shiba, who heads a construction company located near Tokyo, would find it impossible to complete certain contracts by a guaranteed date were it not for the fact that he continually counts on air freight delivery of vari-



Holden (second from left) conferring with cargo agents in Osaka.

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1955-56

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A—Agent
AFS—Air Freight Supervisor
ASNM—Agent & Station Manager
CA—Commercial Advisor
CCSM—City Cargo Sales Manager
CFA—City Freight Agent
CPA—City Passenger Agent
CM—Cargo Manager
CS—Cargo Supervisor
CSM—City Sales Manager
CSR—Cargo Sales Representative
CSS—Cargo Sales Supervisor
CRCMS—Central Region Cargo Sales Manager
CSS—City Sales Supervisor
CTA—City Ticket Agent
CTM—City Traffic Manager
CTSM—City Traffic-Sales Manager
CTSR—City Traffic-Sales Representative
DCR—District Cargo Representative

DCSM—District Cargo Sales Manager
DFA—District Freight Agent
DM—District Manager
DS—Director of Sales
DSM—District Sales Manager
DSR—District Sales Representative
DTM—District Traffic Manager
DTSM—District Traffic-Sales Manager
ED—European Director
EDSM—Eastern District Sales Manager
ERCSM—Eastern Region Cargo Sales Manager
ETM—Eastern Traffic Manager
FA—Freight Agent
GA—General Agent
GTM—General Traffic Manager
LM—Liaison Manager
M—Manager
OM—Operations Manager
R—Representative

RCSM—Regional Cargo Sales Manager
RM—Regional Manager
RSCS—Regional Supervisor of Cargo Sales
RTR—Regional Traffic Representative
RTS—Representative of Traffic Sales
SM—Sales Manager
SNM—Station Manager
SR—Sales Representative
SS—Sales Supervisor
SSM—Sales Service Manager
SSR—Special Sales Representative
TA—Ticket Agent
TM—Traffic Manager
TR—Traffic Representative
TSM—Traffic-Sales Manager
VP—Vice President
WCR—West Coast Representative
WRCSM—Western Region Cargo Sales Manager



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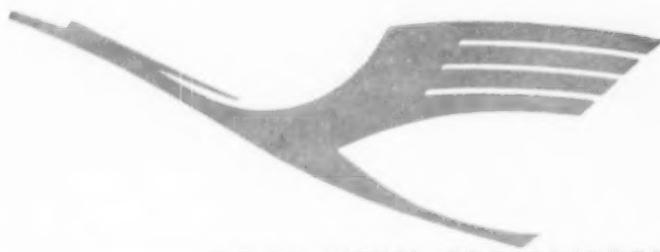
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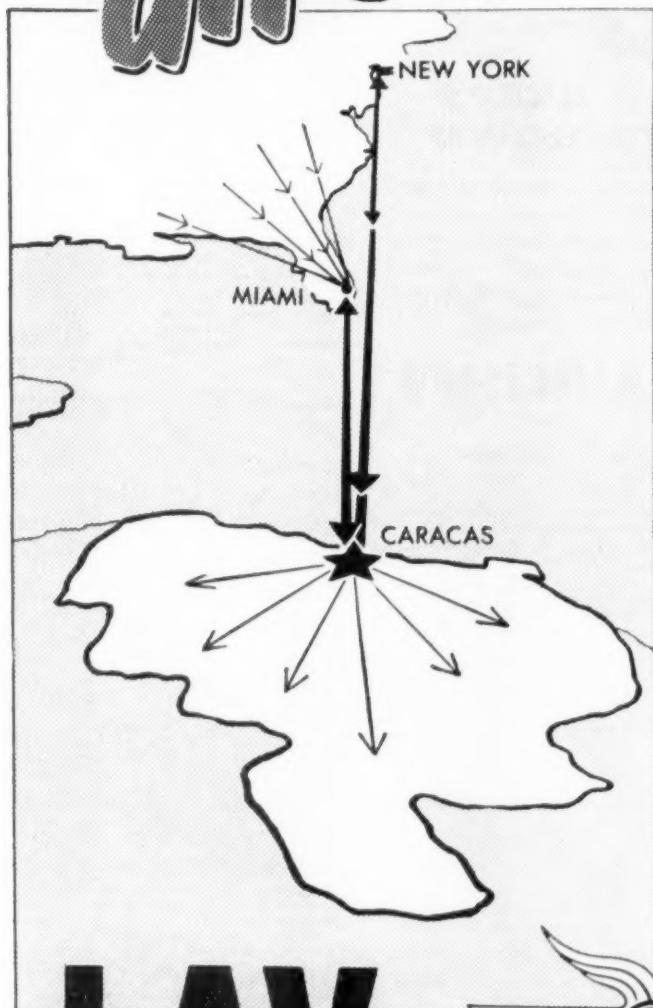
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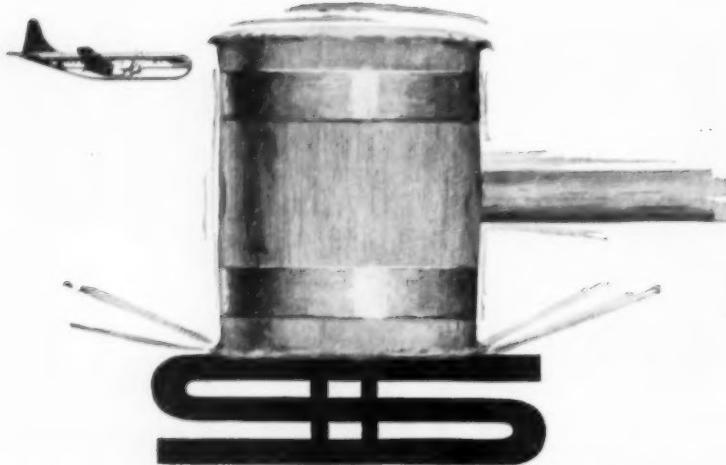
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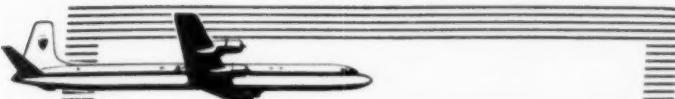
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	Weight	Zones 1, 2 & 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
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1 pound	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80	
2 pounds	1.08	1.15	1.26	1.39	1.47	1.60	
3 pounds	1.56	1.65	1.82	2.03	2.19	2.40	
4 pounds	2.04	2.15	2.38	2.67	2.91	3.20	
5 pounds	2.52	2.65	2.94	3.31	3.63	4.00	
6 pounds	3.00	3.15	3.50	3.95	4.35	4.80	
7 pounds	3.48	3.65	4.06	4.59	5.07	5.60	
8 pounds	3.96	4.15	4.62	5.23	5.79	6.40	
9 pounds	4.44	4.65	5.18	5.87	6.51	7.20	
10 pounds	4.92	5.15	5.74	6.51	7.23	8.00	
11 pounds	5.40	5.65	6.20	7.15	7.95	8.80	
12 pounds	5.88	6.15	6.86	7.79	8.67	9.60	
13 pounds	6.36	6.65	7.42	8.43	9.39	10.40	
14 pounds	6.84	7.15	7.98	9.07	10.11	11.20	
15 pounds	7.32	7.65	8.54	9.71	10.83	12.00	
16 pounds	7.80	8.15	9.10	10.35	11.55	12.80	
17 pounds	8.28	8.65	9.66	10.99	12.27	13.60	
18 pounds	8.76	9.15	10.22	11.63	12.99	14.40	
19 pounds	9.24	9.65	10.78	12.27	13.71	15.20	
20 pounds	9.72	10.15	11.34	12.91	14.43	16.00	
21 pounds	10.20	10.65	11.90	13.55	15.15	16.80	
22 pounds	10.68	11.15	12.46	14.19	15.87	17.60	
23 pounds	11.16	11.65	13.02	14.83	16.59	18.40	
24 pounds	11.64	12.15	13.58	15.47	17.31	19.20	
25 pounds	12.12	12.65	14.14	16.11	18.03	20.00	
26 pounds	12.60	13.15	14.70	16.75	18.75	20.80	
27 pounds	13.08	13.65	15.26	17.39	19.47	21.60	
28 pounds	13.56	14.15	15.82	18.03	20.19	22.40	
29 pounds	14.04	14.65	16.38	18.67	20.91	23.20	
30 pounds	14.52	15.15	16.94	19.21	21.62	24.00	
31 pounds	15.00	15.65	17.50	19.95	22.35	24.80	
32 pounds	15.48	16.15	18.06	20.59	23.07	25.60	
33 pounds	15.96	16.65	18.62	21.23	23.79	26.40	
34 pounds	16.44	17.15	19.18	21.87	24.51	27.20	
35 pounds	16.92	17.65	19.74	22.51	25.23	28.00	
36 pounds	17.40	18.15	20.30	23.15	25.95	28.80	
37 pounds	17.88	18.65	20.86	23.79	26.67	29.60	
38 pounds	18.36	19.15	21.42	24.43	27.39	30.40	
39 pounds	18.84	19.65	21.98	25.07	28.11	31.20	
40 pounds	19.32	20.15	22.54	25.71	28.83	32.60	
41 pounds	19.80	20.65	23.10	26.35	29.55	32.80	
42 pounds	20.28	21.15	23.66	26.99	30.27	33.60	
43 pounds	20.76	21.65	24.22	27.63	30.99	34.40	
44 pounds	21.24	22.15	24.78	28.27	31.71	35.20	
45 pounds	21.72	22.65	25.34	28.91	32.43	36.00	
46 pounds	22.20	23.15	25.90	29.55	33.15	36.80	
47 pounds	22.68	23.65	26.46	30.19	33.87	37.60	
48 pounds	23.16	24.15	27.02	30.83	34.59	38.40	
49 pounds	23.64	24.65	27.58	31.47	35.31	39.20	
50 pounds	24.12	25.15	28.14	32.11	36.03	40.00	
51 pounds	24.60	25.65	28.70	32.75	36.75	40.80	
52 pounds	25.08	26.15	29.26	33.39	37.47	41.60	
53 pounds	25.56	26.65	29.82	34.03	38.19	42.40	
54 pounds	26.04	27.15	30.38	34.67	38.91	43.20	
55 pounds	26.52	27.65	30.94	35.31	39.63	44.00	
56 pounds	27.00	28.15	31.50	35.95	40.35	44.80	
57 pounds	27.48	28.65	32.06	36.59	41.07	45.60	
58 pounds	27.96	29.18	32.62	37.23	41.79	46.40	
59 pounds	28.44	29.65	33.18	37.87	42.61	47.20	
60 pounds	28.92	30.15	33.74	38.51	43.23	48.00	
61 pounds	29.40	30.65	34.30	39.15	43.95	48.80	
62 pounds	29.88	31.15	34.86	39.79	44.67	49.60	
63 pounds	30.36	31.65	35.42	40.43	45.39	50.40	
64 pounds	30.84	32.15	35.98	41.07	46.11	51.20	
65 pounds	31.32	32.65	36.54	41.71	46.82	52.00	
66 pounds	31.80	33.15	37.10	42.35	47.55	52.80	
67 pounds	32.28	33.65	37.66	42.99	48.27	53.60	
68 pounds	32.76	34.15	38.22	43.63	48.99	54.40	
69 pounds	33.24	34.65	38.78	44.27	49.71	55.20	
70 pounds	33.72	36.15	39.34	44.91	50.43	56.00	

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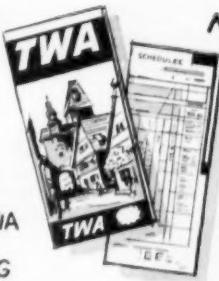
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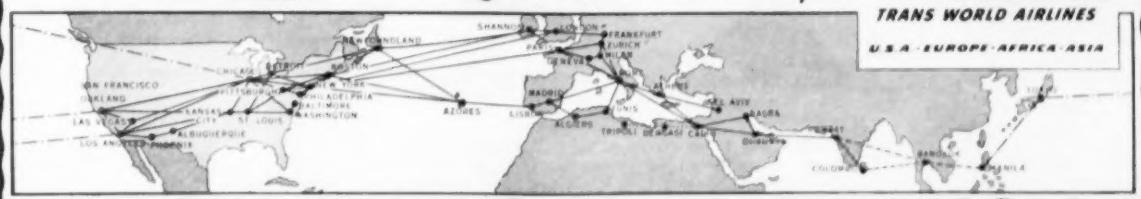
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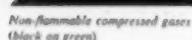
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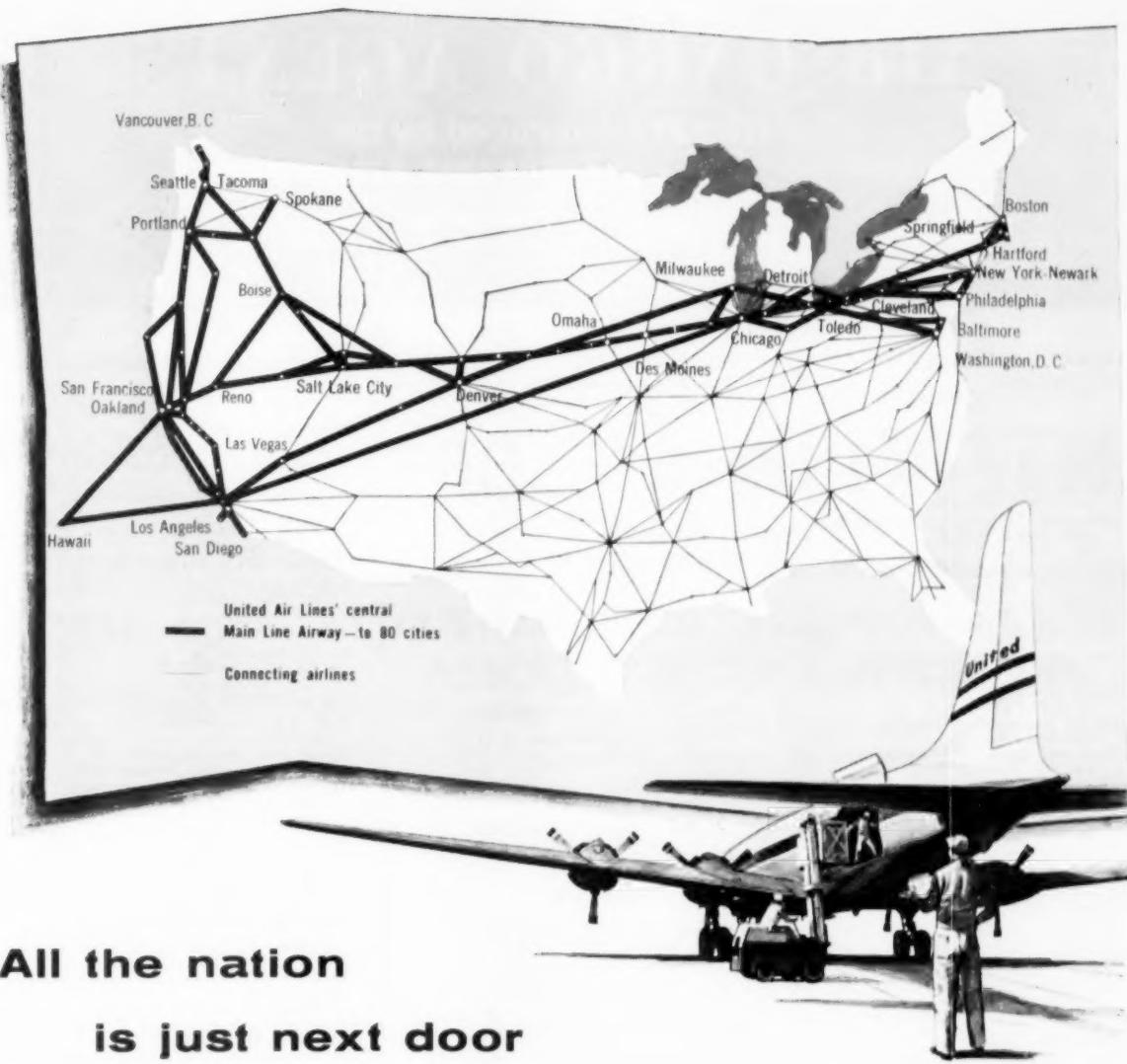
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(Continued on Page 55)

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463 Hippodrome Annex

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(see advertisement)
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115 W. Arbor Vitae

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Carmichael Forwarding Service

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*Dow Co., Inc., Frank P.

354 S. Spring St.

Global Air Cargo

1011 S. Hill Street

*Hawaiian Freight Forwarders, Ltd.
354 Spring Street

International Air Cargo Express

1121 Mateo St.

*International Expeditors, Inc.

354 S. Spring St.

International Traffic Co.

354 S. Spring Street

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354 S. Spring Street

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354 S. Spring Street

Wiley, James G.

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(see advertisement)

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Pacific Bldg.

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30 Twentieth St.

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3240 N.W. 27th Avenue

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Rediker Air Cargo, Inc.
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Republic Air Freight
370 N. E. 75th St.
(see advertisement)

*Rohner, Gehrig & Co., Inc.
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*Behring Shipping Co.
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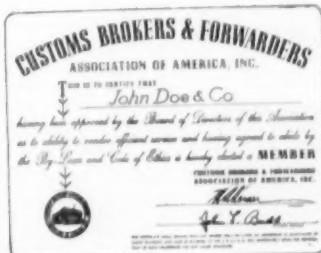
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- *Aero-Sen Shipping Corporation
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- *Air Cargo Expeditors
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(see advertisement)
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New York International Airport
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(see advertisement)
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- Arista Shipping Co.
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(see advertisement)
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- *Barrett Transport, Inc.
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- Beacon Shipping Co.
116 Broad St.
- *Behring Shipping Company
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- *Bernstein Co., Inc., H. Z.
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24 Stone St.

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25 Beaver Street
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89 Broad Street
- *Downing & Co., Inc., R. F.
10 Bridge Street
- *Dumont Shipping Co., Inc.
11 Broadway
- Dyson Shipping Co., Inc.
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- Eijay Export Service Co.
16 Beaver St.
- *Empire Foreign Air Forwarders, Inc.
117 Liberty St.
(see advertisement)
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52 Hudson St.
- Express Forwarding & Storage Co.
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- F. N. S. Corp.
125 Broad Street
- Fernant Export Corp.
401 Broadway
- *Flete Internacional Corp.
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- Flying Cargo Inc.
140 Cedar Street
- *Foreign Freight Forwarders
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- *Freedman & Slater, Inc.
10 Bridge Street
- *Furman Co., Ira
11 Broadway
- Gallie Corp., The
50 Broad Street
- *Gaskell Co., Inc., Fred P.
1 Broadway
- Gaugler, Inc., L. J.
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- Gaynar & Co., Inc., P. A.
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- *Gehrig Hoban & Co., Inc.
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- *Gerhard & Hey Co., Inc.
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45-28 21st Street
Long Island City
- *Globe Shipping Co., Inc.
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33 Broadway
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- Hasman & Baxf, Inc.
51 Broadway
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- *Heidl's, Inc.
44 Whitehall Street
- *Henjes Jr., Inc., Frederick
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- *Hensel, Bruckman & Lorbacher, Inc.
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(see advertisement)
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- Ings & Co., Inc.
42 Broadway
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- *International Expeditors, Inc.
345 Hudson Street
- *International Sea & Air Shipping Corp.
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- *Intra-Mar Shipping Corp.
42 Stone Street
(see advertisement)
- Italian Shipping Co.
61 Whitehall Street
- Judson Sheldon Division
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19 Rector Street
- *Kaufman & Vinson Co.
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*Muller Shipping Corp., William H.
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ATHENS, GREECE

American Express Co., Inc.
2 Constitution Square

AUGSBURG, GERMANY

The American Express Co.
Reese Barracks—Bldg. 24

BAD CODESBERG, GERMANY

The American Express Co.
Meheimer Ave.

BAD KREUZNACH, GERMANY

The American Express Co.
Kurstrasse-Baederkolonade

BAHIA, BRAZIL

Sociedad Anonima Wildberger
Av. Estados Unidos

BALBOA, CANAL ZONE

Boyd Bros., Inc.
Terminal Bldg.

BARRANQUILLA, COLOMBIA

Grace & Cia. (Colombia) S.A.
Aereo 180
Intra-Mar Shipping Corp.
Apartado Aereo 771

BASEL, SWITZERLAND

American Express Co.
Marktgasse 5

BASSETTERE, ST. KITTS (B. W. I.)

DeLisle Walwyn & Co., Ltd.
Liverpool Row
Ryan & Uddenberg, Bay Road

BAURU, BRAZIL

Escritorios Reunidos Labor
Rua Batista de Carvalho 5-35

BENTWATERS, ENGLAND

American Express Co., Inc.
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BERLIN, GERMANY

American Express Co., Inc.
138 Clayallee—Dahlem; Truman Hall
Shopping Center

BELIZE, BR. HONDURAS

G. Ayuso & Son
1 Daly St.

BIRMINGHAM, ENGLAND

American Express Co., Ltd.
28 Temple St.

BOGOTA, COLOMBIA

Grace y Cls. (Colombia) S. A.
Carrera 10# 14-90
Intra-Mar Shipping Corp.
Apartado Aereo 3405
United Forwarders Service
Carr 9# 13-83

BOMBAY, INDIA

American Express Co., Inc.
364 Hornby Rd.

BONAIRE, N. W. I.

Bonaire Trading Co., Ltd.
Kerkstraat 6a, Kralendijk

BREMEN, GERMANY

American Express Co., Inc.
Haus des Reichs, R-114-119

BREMERHAVEN, GERMANY

American Express Co., Inc.
Hafenstrasse 163

BRENTWATER, ENGLAND

American Express Co., Inc.
U. S. Air Force Base, RAF Station

BRIDGETOWN, BARBADOS

Da Costa & Co., Ltd.
Broad St.
S. P. Musson Son & Co., Ltd.

BRUSSELS, BELGIUM

American Express Co., Inc.
51 Rue Cantersteen

BUCHANS, NEWFOUNDLAND

Harvey & Co., Ltd.

BUENAVENTURA, COLOMBIA

Compania Transportadora, S.A.
Apartado 43

BUENOS AIRES, ARGENTINA

Agencia Maritima Dodero, S.A.
Sarmiento 424
C.I.T., Maipu 99
Hipaca
Balcarce 231
Mundus S.R.L., 25 de Mayo 574
"Navifrance"
351-359 Corrientes

Phoenix Shipping Co., Mitre 559
Sociedad Comercial de Transportes
Transatlanticos
Tucuman 549

Conrado Uberti
Pte. R. S. Peña 852
Walton Argentina, S.R.L.
Cordoba 374

BURTONWOOD, ENGLAND

American Express Co.
U. S. Air Depot

CAIRO, EGYPT

American Express Co.
15 Sharla Kaar el Nil, P. O. Box 2160

CALI, COLOMBIA

Grace y Cls. (Colombia) S.A.
Aereo 231
Intra-Mar Shipping Corp.
Apartado Aereo 218

CALLAO, PERU

Despachos Aduaneros, S.A.
Carabayla 671

CARACAS, VENEZUELA

Compania "Ramrey" International
S. A. Edificio San Mauricio Cls. Oficina No. 3 Santa Capilla, a Mijares
C.Y.R.A.S.A.
Pasaje Edificio Zing
Int'l. Agencia de Viajes, C.A.
Torres a Verones No. 11
Mercader, S. A.
Blvd. Peniches
C. A. Venezolana (S.E.L. Maduro)
Ave. Urdaneta

CARTAGENA, COLOMBIA

Grace y Cls. (Colombia) S.A.
Apto. Aereo 24

CASTRIES, ST. LUCIA

Barnard Sons & Co.
Bridge St.
Peter & Co., 4-8 Micoud St.

CAYENNE, FRENCH GUIANA

Compagnie Commerciale des Antilles
Francaises, 9 Rue Sartines
J. Ste. Claire
18 Ave. General du Gentile

CHICLAYO, PERU

Grace y Cls.
Casilla 101

CIUDAD TRUJILLO, DOM. REP.

Curacao Trading Co., S. A.
Avenida Melba No. 15

COCHABAMBA, BOLIVIA

Grace y Cls. (Bolivia)
Calle Calama
Transcontinental, Ltda.
Calama 145, Casilla 608

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Boyd Brothers, Inc.
Hotel Washington
J. Cain & Co., Inc.
6096 Seventh Ave.
Colon Cargo Agency
Area de Colon Bldg.
Colon Import & Export Co. Ltd.
6069 Avenida Bolivar

COPENHAGEN, DENMARK

American Express Co., Inc.
Dagmarhus V Blvd. 12; Vestre
Boulevard 10

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Harvey & Co., Ltd.

CURACAO, N. W. I.

Royal Netherlands Steamship Co.

Breedstraat 39

CURITIBA, BRAZIL

Aeromar-Turismo
Rua 15 de Novembro, 517

DHAHRAN, SAUDI ARABIA

American Express Co., Inc.
Saudi Arabian Gov't Hotel

DUBLIN, IRELAND	Flying Cargo, Inc. Peninsular Hotel	MAINZ/GONSENHEIM, GERMANY
American Express Co., Inc. 15 Leinster St., S.		American Express Co., Inc. Kaserne Mangin
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American Express Co., Inc. 129-140 Princes Street	American Express Co., Inc. 96 Hoheweg, Box 3481	Brown & Montiel P. O. Box 170; Lobby Gran Hotel
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American Express Co., Inc. Otto-Beckstrasse 21	Sociedad Comercial del Norte Calle Tarapaca	American Express Co., Inc. Calle Juan Luna, Box 1147 Philippine Freight & Travel Service Flying Cargo, Inc. 153 Juan Luna
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Osnay Gama & Cia. Rua Jeronimo Coelho 14-A	American Express Co., Inc. Fruchthallstrasse 29	Grace y Cia (Ecuador) S.A.
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American Express Co., Inc. Lungarzo Orsini 21	American Express Co., Inc. McLeod Road, Box 4847	American Express Co., Inc. 15 La Canebiere
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L. de la Houssay & Co. 1 Rue de la Liberte Donald A. Monplaisir 14 Rue Francois Arago	Lascelle, de Mercado & Co., Ltd. 14½ Port Royal St.	Centro Aereo Calle 51 No. 49-21 Grace y Cia (Colombia) S.A. Aptos. Aereo 746 Intra-Mar Shipping Corp. Apartado Aereo 1072
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American Express Co., Inc. Taunus Anlage 9	American Express Co., Inc. Bentalls Travel Bureau	Central de Aduanas, S.A. Iturbide 28
FUERTH, GERMANY	KRALENDIJK, BONAIRE	MIDDLESEX, ENGLAND
American Express Co., Inc. Fuerth Shopping Center	Bonaire Trading Co., Ltd. Kerkstraat 6a	American Express Co., Inc. Victoria Rd. So. Ruislip
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American Express Co., Inc. 1-3 Rue de Chantepoulet	*Compania "Ramrey" Internacional S.A. Apartado No. 116-117	American Express Company, S. A. L. via Manzoni 30
GENOA, ITALY	LAKENHEATH, ENGLAND	MISAWA, JAPAN
American Express Co., Inc. Hotel Savoia & Londres Bldgs. Organizaciones Polvani, SRL Via Fleschi 40-42r.	American Express Co., Inc. U. S. Air Force Base	American Express Co., Inc. U. S. Air Force Base
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Bookers Shipping (Demerara) Ltd. 53 Water St. Sandbach, Parker & Co., Ltd. 45 Water St.	American Express Co., Inc. Air Force Bldg.	Muirhead Forwarding Co. 18 Botsford St.
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American Express Co., Inc. 115 Hope St.	American Express Co., Inc. Bldg. 410—Landstuhl Air Base	Cunytasa-Componia Uruguayana Navigacion y Transportes Aereos, S.A. Independencia 811 Expreso Avion Misiones 1550 Gondrand Hermanos, S.A. Juncal 1418
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Gracey Cia (Ecuador) S. A. Casilla 186 Sociedad Comercial Anglo-Ecuatoriana Ltda. Casilla 410	American Express Co., Inc. 2 Place Jules Ferry P. O. Box 1386	American Express Co., Inc. Hqs. MMP Bldg. Room 2; 1 Amira-platz
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Filteroff & Co., Front St. Gibbons, Ltd., M. A. Commerce Building Moyer & Company, Ltd., Wm. E.	Agencia de Viajes "Castur" Diagonal 490, Miraflores Alltransport, S.A. Nueva Municipalidad 137-141 W. R. Grace & Co. Lampa 590, Castilla 2488 Intra-Mar Shipping del Peru, S.A. Lescano 110 Kinjyo Travel Service Avenida Abancay 344A Servicio Internacional Turismo Mest Redona 988, of. 202 United Forwarders Service Esperador 537	American Express Co., Inc. Via Santa Lucia 136
HAVANA, CUBA	LIVERPOOL, ENGLAND	NASSAU, BAHAMAS
American Express Co., Inc. Marti 410 Empresas Aeras, S.A. Prado 251 Francisco Ortiz Mision 57 Rediker Air Cargo Compostela 306 Superior Express & Cargo Agency, Inc. Paseo de Marti 63 Transworld Express & Cargo Agency San Nicolas 617	American Express Co., Inc. India Bldg., Water St.	R. H. Curry & Co., Ltd. 303 Bay St.
HEIDELBERG, GERMANY	LONDON, ENGLAND	NICE, FRANCE
American Express Co., Inc. 16 Friedrich Ebert Allee; Sub-office Campbell Barracks	American Express Co., Inc. 6 Haymarket	American Express Co., Inc. 11 Promenade des Anglais
HILLEGOM, NETHERLANDS	LUCERNE, SWITZERLAND	
Blue Air, N. V. 56 Weeresteinstraat	American Express Co., Inc. Schweizerhofquai 4	
HONG KONG, BR. CROWN COLONY	LUGANO, SWITZERLAND	
American Express Co., Inc. 4 Des Voeux Road	American Express Co. Riva Caccia (Park Hotel)	
MADRID, SPAIN	MACEIO, BRAZIL	
American Express Co., Inc. Plaza de la Cortes 2	Torres & Comp. Ltda. Rua do Comercio 492/494	

NUREMBERG, GERMANY
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OKINAWA, JAPAN
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U. S. Air Force Base

ORANJESTAD, ARUBA, N. W. I.
Eman Trading Co., Inc.
Aruba Bank Bldg

ORURO, BOLIVIA
Grace y Cia (Bolivia)
Pagador Casilla 106
Transcontinental, Ltda.
Casilla 376

PANAMA, PANAMA
Acme Fast Freight, Inc.
Ave. Central 224
Boyd Bros., Inc.
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Panama Agencies Co.
d/b/a W. R. Grace Co.
#3 Calle "L"
P. O. Box 1370
Panama Travel Service
36 T. F. de la Ossa
Box 1812

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Curacaoch Handel Mij, N.V.
Steenbakkerijstraat 6-12

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Aptdo. Aereo 17, Ncl. 24

PHILIPSBURG, ST. MAARTEN (N. W. I.)
Cyrus W. Wathey
65 Voorstraat

POINTE-A-PITRE, GUADELOUPE
Establissements Camille Band
Quai Lardonoy 9
Societe Commerciale Guadeloupense
11 Rue Frebault

PORT-AU-PRINCE, HAITI
Jos. Madel & Co.
Rue Fort Fer
S.A.E.G. Martin Import & Export Co.
Rue des Miracles
P. O. Box B-33

PORT-OF-SPAIN, TRINIDAD
Grant Gordon & Co., Ltd.
6-8 St. Vincent St.
S. Haug, Ltd.
6 Richmond Street

PORTO ALEGRE, BRAZIL
Agencia Farrapos de Servicios Aereos
Avenida Farrapos 2024

PUERTO LA CRUZ, VENEZUELA
Evoco
Calle Bolivar 18, Apartado 4050

QUITO, ECUADOR
Grace y Cia (Ecuador) S.A.
Col. Carlos Flores Guerra
Soc. Comercial Anglo-Ecuatoriana Ltda.
Calle Mejia 453

RECIFE, BRAZIL
J. Dubeaux & Cia
Banco dos Londres
Jesus 144
Wiedemann, W.
Rua 1º de Marco 25
Williams & Co.
Ave. Barbosa Lima 149 Loja 6
Wilson, Sons & Co., Ltd.
Alfredo Lisboa 533

RIO DE JANIERO, BRAZIL
Agencia Aeromar
Otoni 15a/705
Agencia Maritima Norlines, Ltda.
Avenida Rio Branco 4

Avimex
Rio Branco 117
Bureau Capital de Viagens
Santa Luzia 732
Companhia Expresso Federal
Rio Branco 87
Expresso Maua
Praca Maua 73
Hummel, Victor
Presidente Vargas 417A
Kamei Turismo e Comercio
Santa Luzia 732
Adriao F. Porto
Teofilo Otoni 59-A
Tour Atlantic Turismo e Viagens, Ltda.
Rua Mexico 21-130 Grupo 1301
Turismo Cultural e Cientifico
Rua da Assambleia 51, s/201
Van Lammeren & Cia, Ltda.
Rua Santa Luzia 799, s. 203

ROME, ITALY
American Express Co., Inc.
Piazza di Spagna 38
St. Peter's Travel Co.
Via Venti Settembre 98

ROTTERDAM, NETHERLANDS
Amer. Exp. Co., Inc.
92 Meent, Box 23
Blue Air, N. V.
30 St. Jobsweg

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American Express Co., Inc.
2 Mozartplatz

SANICOLAS
Eman Trading Co., Inc.
Aruba Bank Bldg.

SAN JUAN, PUERTO RICO
Porto Rican Express Co.
500 Express Street

SANTA CRUZ, BOLIVIA
Grace y Cia (Bolivia)
Transcontinental, Ltda.
Casilla 125

SANTIAGO, CHILE
Gondrand Brothers (Chile) Ltd.
Moneda 733
Grace y Cia (Chile)
Moneda 733, Casilla 14-D
N. Spencer y Cia., Ltda.
Agustinas 1054
Turismo Cocha
Agustinas 1118, Casilla 1001

SANTOS, BRAZIL
Agencia Maritima Dickinson, S.A.
15 de Novembro 164
Agencia Maritima Norlines, Ltda.
Rua 15 de Novembro 41-50
CEM—Cia Expresso Mercantil
15 de Novembro 153
Italmar—Empresas Maritimas (Brazil)
Ltda.
Amador Cueno 18
Royal Mail Agencies (Brazil) Ltda.
15 de Novembro 190

SANTURCE, PUERTO RICO
Valencia Baxt Express
Ave. Fernandez Juncos 633

SAO LUIZ, BRAZIL
Nunes dos Santos & Cia
Pedro II-231

SAO PAULO, BRAZIL
Agencia Grassis
7 de Abril 118, s/9
Agencia Transglobal, Ltda.
Marconi 71
Asatur-Ag. Sul Americana de Turismo
Ipiranga 652
CEM—Cia Expresso Mercantil
Ipiranga 692/696
CIT-Cia Italiana Turismo
Caixa Postal 935
Diva Turismo
Xavier de Toledo 266, s/84
Gondrand do Brasil, Ltd.
Rua B de Itapetiniryra 275
Miller & Cia, Ltd.
República 76

Sociedad Comercial de Transportes Transatlanticos, Ltd.
7 de Abril 270

SCHWEINFURT, GERMANY
American Express Co., Inc.
Edward Barracks, Bldg. 220

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American Express Co., Inc.
U. S. Air Force Base

SINGAPORE, STS. SETTLEMENT
American Express Co., Inc.
Adelphi Hotel

SOUTHAMPTON, ENGLAND
American Express Co., Inc.
Havelock Chambers, Queens Terrace;
Ocean Terminal, Southampton
Docks

STRAUBING, GERMANY
American Express Co., Inc.
Bldg. 20, Mansfield Kaserne

ST. GEORGES, BERMUDA
Meyer & Co., Ltd., William E.

ST. JOHN, N.B., CANADA
Muirhead Forwarding Co.
49 Canterbury

ST. JOHNS, ANTIGUA, BWI
George W. Bennett
Bryson & Co., Ltd.
Church Street

ST. JOHN'S, NEWFOUNDLAND
Harvey & Company, Ltd.

STOCKHOLM, SWEDEN
American Express Co., Inc.
Birger Jarlsgatan 15

STUTTGART, GERMANY
American Express Co., Inc.
46 Koenigstrasse

TALARA, PERU
Grace y Cia

TEL AVIV, ISRAEL
American Express Co., Inc.
32 Allenby Road

THE HAGUE, NETHERLANDS
American Express Co., Inc.
Plaats 14

TOKYO, JAPAN
Dodwell & Co., Ltd.
Naka 7th Bldg.
Marunouchi, Chiyoda-Ku
Japan Travel Bureau
1-1-Chome Marunouchi
Chiyoda-Ku
Miyako Travel Service
2 Shiba, Kotobiracho Minatoku
Nippon Express Co., Ltd.
Tokyo Central Transport Office
c/o Dalei Bldg., 2, 3-Chome
Nischi-Nippon Railroad Co., Ltd.
No. 8, Torii; 3-Chome
Nihon bashi, Chuo-Ku

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Border Brokers, Ltd.
60 Front St. W.
Canadian European Forwarders
64 Wellington St. W.
Davies-Turner Forwarding Co.
69 Yonge St.
Lep Transport (Canada) Ltd.
20 Temperance St.
Mavety Forwarding Co.
277 Victoria St.
Thos. Meadow & Co., Canada, Ltd.
200 Bay Street
Murray & Robinson Ltd.
13 Adelaide St. E.
Thompson, Ahern & Co.
40 Yonge St.

TRIESTE, TRIESTE
American Express Co., Inc.
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(Concluded on Page 56)

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Phone: LAckawanna 4-7383

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Terminal: Idlewild Airport, DL 6-5540

AMERICAN SHIPPERS, INC.

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Authorized IATA Air Cargo Agent
315 W. 36th St. 810 E. 18th St.
New York, N. Y. Los Angeles, Cal.
Logan Int'l Airport 6257 Archer Ave.
Boston, Mass. Chicago, Ill.

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CAB-Registered Air Freight Forwarders
801 Second Ave., New York 17, N.Y.
Phone: ORegon 9-1020

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53 Broadway Cargo Terminal Bldg.
New York 6, N. Y. Idlewild Airport
BO 9-2332 OL 6-5990

- ▲ ABC AIR FREIGHT CO., INC., 465 W. 37th St., New York, N. Y. (see advertisement)
- ▲ ACE AIR FREIGHT CO., INC., 330 W. 27th St., New York, N. Y. (see advertisement)
- ▲ ACME AIR CARGO, INC., 2 Lafayette Street, New York, N. Y. (see advertisement)
- ▲ AIR EXPRESS INTERNATIONAL CORP., 90 Broad St., New York 4, N. Y. (see advertisement)
- AIR FREIGHTWAYS, North Philadelphia Airport, Philadelphia 36, Pennsylvania
- AIR - LAND FREIGHT CONSOLIDATORS, INC., 510 Battery Street, San Francisco, California
- AIR LANES SERVICE, INC., P. O. Box 586, Edgewater Branch, Cleveland 7, Ohio
- ▲ AIR-SEA FORWARDERS, INC., 406 S. Main St., Los Angeles 13, Calif.
- AIRBORNE COORDINATORS, INC., Cleveland Municipal Airport, Cleveland 11, Ohio
- ▲ AIRBORNE FLOWER AND FREIGHT TRAFFIC, INC., P. O. Box 631, San Francisco Int'l Airport, South San Francisco, California
- AIRWAYS PARCEL POST SERVICE, INC., 472 10th Ave., New York 18, N. Y.
- ▲ ALLIED AIR FREIGHT, INC., 428 9th Ave., New York 1, N. Y.
- ▲ AMERICAN SHIPPERS, INC., 810 E. 18th St., Los Angeles 21, Calif. (see advertisement)
- ARISTA SHIPPING COMPANY, 38 Pearl St., New York 4, N. Y.
- ATWOOD AIR SERVICE, Logan Int'l Airport, Boston 28, Mass.
- ▲ BARNETT INTERNATIONAL FORWARDERS, INC., 723 Seventh Ave., New York 10, N. Y. (see advertisement)
- BARNETT INTERNATIONAL FORWARDERS OF CALIFORNIA, 6364 Santa Monica Blvd., Hollywood 38, California
- ▲ BERNACKI, INC., 2 Broadway, New York 4, N. Y.
- BONDED FILM STORAGE CO., INC., 630 9th Ave., New York 36, N. Y.
- BOR AIR FREIGHT CO., INC., 307 W. 36th St., New York 18, N. Y.
- W. J. BYRNES AND COMPANY OF NEW YORK, INC., 25 Broadway, New York 4, N. Y.
- CHICAGOLAND AIR FREIGHT, 1325 W. Randolph St., Chicago 7, Ill.
- CITY MESSENGER AIR EXPRESS, 1414 Cole Place, Los Angeles 28, California
- CLOUD LANE, 1001-2 W. T. Waggener Building, Fort Worth 2, Texas
- DOMESTIC AIR EXPRESS, Box 2611, Terminal Annex, Los Angeles 54 California
- ▲ DORF INT'L, LTD., 89 Broad St., New York, N. Y.
- ▲ EMERY AIR FREIGHT CORP., 801 2nd Ave., New York, N. Y. (see advertisement)
- ▲ EMPIRE FOREIGN AIR FORWARDERS, INC., 117 Liberty St., New York 6, N. Y. (see advertisement)
- ▲ FLETCHER INTERNATIONAL CORP., 28 Water St., New York 4, N. Y.
- ▲ FLYING CARGO, INC., 140 Cedar Street, New York 6, N. Y.
- ▲ 4-A AIRFREIGHT CONSOLIDATORS & FORWARDERS, INC., 5719 N. Central Ave., Chicago 30, Ill.
- ▲ FREEDMAN & SLATER, INC., 10 Bridge St., New York 4, N. Y.
- ▲ GENERAL AIR FREIGHT, INC., 407-409 S. Peoria St., Chicago, Illinois
- ▲ GILBERT AIR TRANSPORT CORP., 421 W. 37th St., New York, N. Y.
- ▲ GLOBAL AIR CARGO, 1011 South Hill Street, Los Angeles 15, California
- ▲ GONDRAND BROTHERS, INC., 33 Broadway, New York 6, N. Y.
- ▲ HENSEL, BRUCKMANN & LOR-BACHER, INC., 6 State St., New York 4, N. Y. (see advertisement)
- ▲ HIGHWAY EXPRESS LINES, INC., 236 North 23rd Street, Philadelphia 3, Pennsylvania
- ▲ INTER-MARITIME FORWARDING CO., INC., 38 Pearl St., New York 4, N. Y.
- ▲ INTRA-MAR SHIPPING CORP., 42 Stone St., New York 4, N. Y.
- ▲ INTERNATIONAL AIR CARGO EXPRESS, INC., Box 10038, Int'l Airport, Los Angeles 45, Calif.
- K & R AIRFREIGHT, INC., 2626 N. Clybourn Ave., Chicago 14, Ill.
- MOHAWK SHIPPING, 303 W. 74th St., New York 23, N. Y.
- ▲ NATIONAL AIR FREIGHT FORWARDING CORP., 19 Rector St., New York 6, N. Y.
- ▲ NATIONAL AIR PARCEL SERVICE, INC., P. O. Box 8, Miami International Airport, Miami 48, Florida
- ▲ PACIFIC AIR FREIGHT, INC., Box 444, Seattle-Tacoma Airport, Seattle 58, Washington
- ▲ PAN-MARITIME CARGO SERVICE, 125 Maiden Lane, New York 38, N. Y. (see advertisement)
- REPUBLIC AIR FREIGHT, 168 12th Ave., New York 1, N. Y. (see advertisement)
- RITEWAY EXPRESS, INC., 491 Broadway, Westwood, N. J.
- SHULMAN, INC., 20th St. & Washington Ave., Philadelphia 46, Pa.
- ▲ SMITH INTER-OCEAN, INC., J. D., 53 Braddock, New York 6, N. Y. (see advertisement)
- ▲ SUN TRANSPORTERS, INC., 45 White St., New York 13, N. Y.
- ▲ UNITED PARCEL SERVICE-AIR, INC., Room 400, 331 E. 38th St., New York 16, N. Y.
- ▲ UNIVERSAL AIR FREIGHT CORP., 345 Hudson St., New York 14, N. Y.
- W.T.C. AIR FREIGHT, 1440 E. 5th St., Los Angeles 33, Calif.
- WESTERN AIR FREIGHT FORWARDERS, INC., Hedley & Bath Sts., Philadelphia 37, Pa.
- WESTERN TRANSPORTATION CO., INC., 1440 E. 5th St., Los Angeles 38, Calif.
- WINGS AND WHEELS EXPRESS, INC., 5100 West 63rd Street, Chicago 38, Illinois
- ▲ WORLD FREIGHT FORWARDERS (AIR), 1225 E. 155th St., Seattle 55, Wash.
- ▲ WORLD-WIDE SERVICES, INC., 156 Water St., New York 38, N. Y.

IATA TRAFFIC GLOSSARY

ABSORPTION means the acceptance by the carrier of a portion of a joint fare, rate or charge which is less in amount than that which it would receive for the service in the absence of such joint fare, rate or charge.

AIR CONSIGNMENT NOTE—See Air Waybill.

AIR WAYBILL, which is equivalent to the term air consignment note, means the document entitled "Air Waybill/Consignment Note" made out by or on behalf of the shipper which evidences the contract between the shipper and carrier(s) for carriage of goods over routes of the carrier(s).

ALLOWANCE, FREE BAGGAGE means the weight of baggage which may be carried without payment of a charge in addition to the fare.

BAGGAGE, which is equivalent to the term luggage, means such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with his trip. Unless otherwise specified, it includes both checked and uncheck baggage.

BAGGAGE, ACCOMPANIED means baggage carried on the same aircraft as that on which the passenger is carried.

BAGGAGE, UNACCOMPANIED means the baggage not carried on the same aircraft as that on which the passenger is carried.

BAGGAGE CHECK means those portions of the ticket which provide for the carriage of a passenger's checked baggage and which are issued by the carrier as a receipt for the passenger's baggage with respect to which a carrier takes sole custody.

BAGGAGE, CHECKED, which is equivalent to the terms registered luggage, means baggage which has been delivered to the carrier and for which the carrier has issued a baggage check and baggage (claim) tag(s).

BAGGAGE, UNCHECKED, which is equivalent to the term hand luggage, is baggage other than checked baggage.

BAGGAGE, EXCESS means that part of the weight of baggage which is in excess of the free baggage allowance.

BAGGAGE TAG means a document issued solely for the identification of checked baggage placed in its custody by the passenger, the baggage (strap) tag portion of which is attached by the carrier to a particular article of checked baggage and the baggage (claim) tag portion of which is given to the passenger.

BOOKING—See Reservation.

CARGO—See Goods.

CARRIAGE, which is equivalent to the term transportation, means carriage of passengers, baggage, and/or goods by air, gratuitously or for hire, including all services and operations of the carrier related thereto.

CARRIAGE, INTERNATIONAL means (except for the purposes of the Warsaw Convention) carriage in which, according to the contract of carriage, the place of departure and any place of landing are situated in more than one state. As used in

this definition the term State includes all territory subject to the sovereignty, suzerainty, mandate, authority, or trusteeship thereof.

CHARGE means an amount to be paid for carriage of goods or excess baggage based on the applicable rate for such carriage; or an amount to be paid for a special or incidental service in connection with the carriage of a passenger, baggage or goods.

CHARGE, CANCELLATION means the service charge made by reason of failure of a passenger to use reserved accommodation without having cancelled such accommodation prior to the latest appropriate time for cancellation specified by the carrier.

CHARGE, COMBINATION JOINT means a joint charge which is obtained by combining two or more published charges.

CHARGE, EXCESS BAGGAGE means a charge for the carriage of excess baggage.

CHARGE, INTERLINE—See Charge, Joint.

CHARGE, JOINT, which is equivalent to the term interline charge, means a charge which applies for carriage over the lines of two or more carriers and which is published as a single amount.

CHARGE, LOCAL—See Charge, On-line.

CHARGE NO-SHOW means the charge made by reason of the failure of a passenger to use reserved accommodation, either through failure to arrive at the airport at the time fixed by the carrier, or through arriving improperly documented or otherwise not ready to travel on the flight.

CHARGE, ON-LINE, which is equivalent to the term local charge, means a charge which applies for carriage over the lines of a single carrier.

CHARGE, PRORATED JOINT means a joint charge other than a combination joint charge.

CHARGE, PUBLISHED means a charge, the amount of which is specifically set forth in the carrier's fares or rates tariff.

CHARGE, THROUGH means the total charge from point of departure to point of destination. It may be a joint charge or a combination of charges.

CHARGE, VALUATION means a charge for carriage of goods or baggage based on the value of such goods or baggage.

CHARGE, WEIGHT means the charge for carriage of goods based on the weight (or volume) of such goods.

CHARGES, COMBINATION OF means an amount which is obtained by combining two or more charges and which is not published as a single amount.

CLASSIFICATION means a listing of articles in classes for rating purposes.

CLASS RATE means a rate assessed according to the charge applicable to the class in which the article has been placed in the classification tariff.

C.O.D. means an arrangement between the shipper and the carrier whereby the latter, upon delivery of the consignment, is

to collect from the consignee the amount indicated on the air waybill as payable to the shipper.

COMMODITY RATE means a rate applied to a particular commodity for carriage between specifically named points.

CONDITIONS OF CARRIAGE means the terms and conditions established by a carrier in respect to its carriage.

CONDITIONS OF CARRIAGE, IATA (OR GENERAL), which is equivalent to the term rules tariffs, means the general terms and conditions established by a carrier in respect of its carriage.

CONSIGNMENT, which is equivalent to the term shipment, means one or more pieces of goods accepted by the carrier from one shipper at one time and at one address, received for in one lot and moving on one air waybill to one consignee at one destination address.

CONSIGNMENT NOTE, AIR—See Air Waybill.

CONSIGNEE means the person whose name appears on the air waybill as the party to whom the goods are to be delivered by the carrier.

CONSIGNOR—See Shipper.

COUPON, FLIGHT means the portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.

COUPON, PASSENGER means the portion of the passenger ticket that constitutes the passenger's written evidence of the contract of carriage.

DECLARED VALUE FOR CARRIAGE means the value of goods or baggage declared to the carrier by the consignor of passenger for the purpose of determining charges or of establishing the limit of the carrier's liability for loss, damage or delay.

EXCHANGE ORDER, which is equivalent to the term exchange voucher, means a document issued by a carrier requesting another carrier (or a document issued by an authorized agent requesting a carrier) to issue an appropriate ticket to the person named in such document.

EXCHANGE VOUCHER—See Exchange Order.

FARE means the amount charged by a carrier for carriage of a passenger and his free baggage allowance over the route specified (See Allowance, Free Baggage).

FARE, ADULT means the fare of a person who has attained his twelfth birthday.

FARE, BASIC means either a specified or constructed fare expressed in the basic currency of the Conference.

FARE, CHILDREN means the fare for a person who has attained his second but not his twelfth birthday.

FARE, CLASS B means the fare established for a Class B service.

FARE, COMBINATION JOINT means a joint fare which is obtained by combining two or more published fares.

FARE, CONSTRUCTED means the fare established in accordance with an applicable IATA Traffic Conference construction resolution.

FARE, FIRST CLASS, which is equivalent to the term standard class fare, means the minimum fare established for a first class service.

FARE, IATA means a specified or constructed fare.

FARE, INFANT means the fare for a person who has not attained his second birthday.

FARE, INTERLINE—See Fare, Joint.

FARE, JOINT, which is equivalent to the term interline fare, means a fare which applies for carriage over the lines of two or more carriers and which is published as a single amount.

FARE, LOCAL—See Fare, On-line.

FARE, NORMAL means the full fare established for a first or tourist class, on-season service.

FARE, ON-LINE, which is equivalent to the term local fare, means a fare which applies for carriage over the lines of a single carrier.

FARE, PROPORTIONAL means a fare published for use only in combination with other fares for carriage from, to or through, a specified point.

FARE, PRORATED JOINT means a joint fare other than a combination joint fare.

FARE, PUBLISHED means a fare, the amount of which is specifically set forth in the carrier's fares tariff.

FARE, SPECIAL means a fare, other than the normal fare, authorized to be applied to seasonal traffic, to encourage vacation traffic, to fill up capacity during slack periods, to create traffic on a particular route, or for other special reasons.

FARE, SPECIFIED means the fare specified in an applicable IATA Traffic Conference resolution.

FARE, STANDARD—See Fare, First Class.

FARE, TOURIST means the fare established for a tourist class service.

FARE, THROUGH means the total fare from point of departure to point of destination. It may be a joint fare or a combination of fares.

FARES, COMBINATION OF means an amount which is obtained by combining two or more fares and which is not published as a single amount.

FEES, CANCELLATION—See Charge, Cancellation.

FLIGHT NUMBER, which is equivalent to the term line number, means the numerical designation of a flight.

GOODS means any property carried or to be carried in an aircraft, other than mail or other property carried under the terms of an international postal convention, baggage (including personal effects accompanying a passenger) or property of the carrier(s).

LINE NUMBER—See Flight Number.

LUGGAGE—See Baggage.

LUGGAGE, HAND—See Baggage, Unchecked.

LUGGAGE, REGISTERED — See Baggage, Checked.

PASSENGER means any person carried or to be carried in an aircraft with the consent of the carrier, except members of the crew.

PASSENGER TRANSIT means a passenger continuing his journey on the same through flight.

PASSENGER, TRANSFER means a passenger arriving on one flight and continuing his journey on another.

PRORATE (where used as a noun)

means a portion of a joint fare, rate or charge obtained by proration.

PRORATION means division of a joint fare, rate or charge between the carriers concerned on an agreed basis.

PRORATION, FARE means proration on the basis of the respective on-line fares.

PRORATION, MILEAGE means proration on the basis of the respective on-line mileages.

PRORATION, RATE means proration on the basis of the respective on-line rates.

QUANTITY DISCOUNT means a percentage reduction of a rate based on quantity.

RATE means the amount charged by the carrier for carriage of a unit of weight (or volume) or value of goods or excess baggage.

RATE, BASIC means either a specified or constructed rate expressed in the basic currency of the Conference.

RATE, CLASS means a rate applicable to a specifically designated class of goods.

RATE, COMBINATION JOINT means a joint rate which is obtained by combining two or more published rates.

RATE, CONSTRUCTED means the rate for the carriage of goods established in accordance with an applicable IATA Traffic Conference constructed resolution.

RATE, GENERAL CARGO means a rate established for cargo in general.

RATE, IATA means a specified or constructed rate.

RATE, INTERLINE—See Rate, Joint.

RATE, JOINT, which is equivalent to the term interline rate, means a rate which applies for carriage over the lines of two or more carriers and which is published as a single amount.

RATE, LOCAL—See Rate, On-line.

RATE, NORMAL means the full under-45-kilogram general cargo rate.

RATE, ON LINE, which is equivalent to the term local rate, means a rate which applies for carriage over the lines of a single carrier.

RATE, PROPORTIONAL means a rate published for use only in combination with other rates for carriage from, to or through, a specified point.

RATE, PRORATED JOINT means a joint rate other than a combination joint rate.

RATE, PUBLISHED means a rate, the amount of which is specifically set forth in the carrier's rates tariff.

RATE, SPECIFIC COMMODITY means a rate applicable to carriage of specifically designated commodities.

RATE, SPECIFIED means the rate for the carriage of goods specified in an applicable IATA Traffic Conference resolution.

RATE, THROUGH means the total rate from point of departure to point of destination. It may be a joint rate or a combination of rates.

RATES, COMBINATION OF means an amount which is obtained by combining two or more rates and which is not published as a single amount.

REFUND means the repayment to the purchaser of all or a portion of a fare, rate or charge for unused carriage.

RESERVATION, which is equivalent to the term booking, means the allotment in advance of seating or sleeping accommodation for a passenger or of space or weight capacity for baggage or goods.

RETURN JOURNEY — See Trip, Round.

ROUTE, DIRECT means the shortest route operated between two points.

ROUTE, INDIRECT means any route other than the direct route operated between two points.

ROUTING means the designation of a route.

SERVICE, CITY TERMINAL means surface carriage provided by an air carrier between its city handling station and the airport of departure or destination.

SERVICE DELIVERY means the surface carriage provided by an air carrier of inbound goods or baggage from the airport of destination to the address of the consignee or passenger or that of his designated agent or to the custody of the proper government agency when required.

SERVICE, PICK-UP means the surface carriage provided by an air carrier of outbound goods or baggage from the shipper's or passenger's address or that of his designated agent to the airport of departure.

SHIPMENT—See Consignment.

SHIPPER, which is equivalent to the term consignor, means the person whose name appears on the air waybill as the party contracting with the carrier(s) for carriage of goods.

STOPOVER, which is equivalent to the term break of journey, means a deliberate interruption of a journey by the passenger, agreed to in advance by the carrier, at a point between the place of departure and the place of destination.

SURCHARGE, VALUE means a surcharge for the carriage of cargo having a value in excess of \$200, or equivalent, per kilogram.

TARIFFS means the published fares, rates, charges and/or related conditions of carriage of a carrier.

TARIFF FARES means the tariff concerned with fares and related charges.

TARIFF RATES means the tariff concerned with rates and related charges.

TARIFF, RULES, which is equivalent to the term IATA (or General) Conditions of Carriage, means the tariff concerned with the general terms and conditions of carriage. See Conditions of Carriage, IATA (or General).

TICKET means the "Passenger Ticket and Baggage Check," including all flight, passenger and other coupons therein, issued by the carrier, which provide for the carriage of the passenger and his baggage.

TICKET, CONJUNCTION means a ticket issued in connection with another ticket(s) which together are intended to evidence a single contract of carriage.

TICKET, EXCESS BAGGAGE means a receipt issued by a carrier to a passenger(s) evidencing payment by the passenger(s) of excess baggage and/or valuation charges.

TICKET, PASSENGER means those portions of the ticket which provide for carriage of the passenger and his baggage.

TRANSPORTATION—See Carriage.

TRIP, CIRCLE means travel from one point and return thereto by a continuous, circuitous air route; provided that where no reasonably direct scheduled air service is available between two points, a break in the circle may be traveled by any other means of transportation without prejudice to the circle trip.

TRIP, OPEN-JAW means travel which is essentially of a round trip nature but the outward point of departure and inward point of arrival and/or outward point of

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TRAFFIC ABBREVIATIONS

A-1—First Class.
a.a.r.—Against all risks.
Ad.val.—Ad Valorem.
A.W.—Actual Weight.
B.B.—Below bridges.
B.D.—Bar-draft.
Bd.ft.—Board feet.
B.E.—Bill of exchange.
B/L or B.L.—Bill of lading.
B.M.—Board measure.
B.O.—Buyer's option.
b.t.—Berth terms.
***C**—Degree centigrade.
cancelg.—Cancelled.
c.f.—Cubic feet.
C&F.—Cost & Freight.
Charter-party—Form of contract between merchant and owner.
e.i.—Cost insurance.
e.i.—Certificate of insurance.
e.i.f.—Cost, insurance & freight.
C.I.F.C.I.—Cost, insurance, freight, collection interest.
C.I.F. & E.—Cost, insurance, freight & exchange.
C.L.—Carload.
Consignee—The part to whom goods or vessels are consigned.
e.p.d.—Charterers pay dues.
C.R.—Carriers risk.

C.T.B.—Chief of tariff bureau.
e.t.l.o.—Constructive total loss only.
Cwt.—Hundredweight.
D.A.—Documents for acceptance (foreign banking).
D.A. clause—Vessel must discharge afloat.
D.B. & B.—Deals, Battans & Boards.
dbk.—Drawback.
Desp.—Despatch.
D1 or 2T1—Double first class.
d.l.o.—Dispatch loading only.
d.p.—Direct port.
"dredging"—Option general cargo.
d.w.—Dead weight (tons of 2240 lbs.).
E.B.—East bound.
e.g.—For example.
Est.wt.—Estimated weight.
Ex.B.L.—Exchange bill of lading.
excldg.—Excluding.
***F**—Degrees Fahrenheit.
f.a.a.—Free of all average.
f.a.s.—Free alongside ship.
F.O.B.—Free on board (at a certain point) indicating that there are to be no charges for drayage or other form of transfer up to the point designated.
G.S.—General specials—a term used to designate general special com-

modities in classification of express matter.
Hhd.—Hogshead.
H.P.—Horsepower (of engines).
Ib., Ibid.—Ibidem (in the same place), a term referring to a preceding footnote or other references.
K.D.—Knocked down.
K.D.C.L.—Knocked down in carloads.
K.D.L.C.L.—Knocked down in less than carloads.
L.C.L.—Less than carload lot.
N.E.S.—Not otherwise specified.
N.O.H.P.—Not otherwise herein provided.
N.O.I.B.N.—Not otherwise indexed by name.
Nastd.—Nested, articles that are packed one within another.
O.R.—Owners risk.
O.R.B.—Owners risk of breakage meaning same as O.R.
O.R.C.—Owners risk of chafing.
O.R.L.—Owners risk of leakage.
O.R.W.—Owners risk of becoming wet.
S.U.—Set up.
S.U.C.L.—Set up in carloads.
S.U.L.C.L.—Set up in less than carloads.
W.B.—West bound, or waybill.

DIFFERENCES IN TIME

Between New York, the New England States, and the Following Countries and Islands

COUNTRY	ADD		DEDUCT		COUNTRY	ADD		DEDUCT		COUNTRY	ADD		DEDUCT	
	Hours	Minutes	Hours	Minutes		Hours	Minutes	Hours	Minutes		Hours	Minutes	Hours	Minutes
Alaska			4	00	Greece	6	35			Philippines	13	00		
Algeria	5	09			Guadeloupe Is.	0	53			Porto Rico	1	00		
Annam	12	07			Guam	14	30			Portugal	4	24		
Antigua	0	52			Guiana, Br.	1	07			Queensland	15	00		
Arabia	8	00			Haiti	0	16			Rhodesia	7	00		
Argentine	0	43			Hawaii			5	30	Russia	7	01		
Austria	6	00			Holland	5	00			S. Domingo	0	16		
Azores	33	01			Honduras			1	00	St. Thomas	0	40		
Bahamas			0	09	Honduras, Brit.			0	53	Salvador			0	56
Barbados	1	01			Hungary	6	00			Samoa			6	30
Belgium	5	00			India	10	30			Scotland	5	00		
Bermuda	0	40			Ireland	4	35			Senegal	3	50		
Borneo, Br.	13	00			Italy	6	00			Servia	6	00		
Brazil	2	07			Jamaica			0	07	Siberia, Irkutsk	11	57		
Cape Colony	7	00			Japan	14	00			Siberia, Vladivostok	13	47		
Caroline Is.	15	00			Java	12	07			South Australia	14	30		
Ceylon Is.	10	30			Korea	14	00			Spain	5	00		
Chili	17				Luxembourg	6	00			Straits				
China, East Coast	13	00			Madagascar	8	10			Settlements	11	55		
Cochin, China	12	07			Malta	6	00			Sumatra	11	41		
Colombia	0	03			Martinique	0	55			Sweden	6	00		
Costa Rica			0	33	Midway			6	52	Switzerland	6	00		
Cuba			0	29	Natal	7	00			Tasmania	15	00		
Curacao	0	24			New Caledonia	16	06			Togo	5	00		
Denmark	6	00			Newfoundland	1	30			Tongking	12	07		
Ecuador			0	14	New Zealand	16	30			Transvaal	7	00		
Egypt	7	00			Nicaragua			0	45	Trinidad	0	53		
England	5	00			N. S. Wales	15	00			Tunis	5	09		
Fiji Islands	16	54			Norway	6	00			Turkey	6	57		
Formosa	13	00			Orange R.			7	00	Uruguay	1	15		
France	5	00			Colony					Venezuela	6	32		
Germany	6	00			Pacific Coast of U. S.			3	00	Victoria	15	00		
Gibraltar	5	00			Peru			0	09	West Australia	13	00		

IATA TRAFFIC GLOSSARY

(Continued from Page 42)

arrival and inward point of departure of which are not the same.

TRIP, ROUND, which is equivalent to

the term return journey, means (a) travel from one point to another and return by the same air route used outbound whether or not the fares outbound and inbound bear the same, or (b) travel from one point to another and return by an air route different

from that used outbound for which the same normal, through, one-way fare is established.

VALIDATE, TO means to stamp or write on the passenger ticket an indication that the passenger ticket has been officially issued by the carrier.

AIRLINE FORM NUMBERS, DESIGNATORS, AND ABBREVIATIONS

(The air carriers listed below are members of the International Air Transport Association and/or parties to one or more of the IATA interline traffic agreements.)

FORM NUMBER: Airline Form Number for use in form number of Air Waybill, Passenger Ticket & Baggage Check, Exchange Order, and Excess Baggage Ticket. **DESIGNATOR:** Two-letter Designator for use in Flight/Line numbers. **ABBREVIATION:** Airline abbreviation.

Full Name of Carrier	Form Number	Designator	Abbreviation	Full Name of Carrier	Form Number	Designator	Abbreviation	Full Name of Carrier	Form Number	Designator	Abbreviation
Aden Airways Limited	103	AD	AD	Ceskonlovenske Aerolinie	094	OK	CSA	Lineas Aereas Nacionales, S. A.	029	LM	LAMSA
Aer Lingus Toscana	063	EI	ALT	Civil Air Transport	129	CT	CAT	Lineas Asociadas Mexicanas	167	LI	LAI
Aerlineas Ecuatorianas	052	IN	AET	Colonial Airlines, Inc.	004	CA	CAI	Lodge Aero Boliviano	051	LB	LAB
Aerolineas Argentinas	044	AR	AR	Commercial Air Services (Pty) Ltd.	161	CR	COMAIR	Mackay Airlines, Inc.	213	MK	MAK
Aerolinee Italiane Internazionali	055	AZ	AZ	Compagnie de Transport Aériens Intercontinentaux	119	TI	TAI	MacRobertson-Miller Aviation Co. Pty. Ltd.	181	MM	MMA
Aeronaves de Mexico, S. A.	139	AM	AERONAVES	Compania Aeronautica Uruguay, S. A.	CAUSA	Magyar-Sovjet Polgari Légiforgalmi R. T.
Aero O/Y	105	AY	AERO	Compania Cubana de Aviación, S. A.	MALASOVLET	182	MS	MS
Aero Portugues	056	AP	AP	Compania de Aviación "FAUCETT", S. A.	163	CF	FAUCETT	Malayan Airways Limited	127	ML	MAL
Aerotechnique	140	TQ	AEROTEC	Compania Dominicana de Aviación, S. A.	113	DO	CDA	Maritime Central Airlines	022	MR	MAR
Aero Transportes, S. A.	141	AT	ATSA	Compania Guatimalteca de Aviación, S. A.	...	GU	AVIATECA	Middle East Airlines	076	ME	MEA
Aerovias Guest, S. A.	040	AG	AGSA	Compania Mexicana de Aviación, S. A.	132	MX	CMA	Midway Airlines, Inc.	183	MJ	MID
Aerovias Inter-Americanas do Panama, S. A.	123	HP	AIP	Compania Panamena de Aviación, S. A.	Misrair Airlines	077	M3	MISR
Aerovias Nacionales de Colombia (AVIANCA)	134	AC	AVIANCA	Connellans Airways Limited	166	NN	CONN	Mohawk Airlines, Inc.	034	MO	MOH
Aerovias Nacionales del Sur, S. A.	Continental Air Lines, Inc.	005	CO	CAL	National Airlines, Inc.	010	NA	NAL
Aerovias "Q", S. A.	143	QA	QUASA	Cordova Airlines, Inc.	220	CD	CORDOVA	New Greek Airlines	095	GK	TAE
Aerovias Reforma, S. A.	144	RF	REFORMA	Cyprus Airways Limited	046	CY	CYP	New York Airways, Inc.	322	NY	NYA
Aerovias Venezolanas, S. A.	128	VE	AVENSA	Decan Airways Limited	093	DA	DA	New Zealand National Airways Corp.	078	NZ	NZ
Aerovias Venezuela Europe	Delta-C & S Airlines	003	DL	DAL	North Central Airlines	032	NO	NOR
Aigle Azur	140	AU	AZR	Devit Hava Yollari Gesel Mudurlugu	DHY	Northeast Airlines, Inc.	011	NE	NEA
Air Algerie	124	AH	ALGERIE	Divisao de Exploração dos Transportes Aéreos "DETA"	068	TM	DETA	Northern Consolidated Airlines, Inc.	184	NC	NCA
Air Atlan/Air Maroc Societe Cherifienne de l'Air	147	AT	AT	Divisao de Exploração dos Transportes Aéreos "DETA"	118	DT	DTA	Northwest Airlines, Inc.	012	NW	NWA
Air Ceylon Limited	104	AC	AIRCEY	East African Airways Corporation	094	EC	EC	Orient Airways Limited	041	OZ	AIRORIEN
Air France	057	AF	AF	Eastern Air Lines, Inc.	007	EA	EAL	Osark Airlines, Inc.
Air-India International	098	AJ	AII	East-West Airlines Ltd.	...	EW	...	Pacific Northern Airlines, Inc.	081	PN	PLUNA
Air-India Limited	058	JL	AI	El Al Israel Airlines Limited	114	LY	ELAL	Pan American-Grace Airways, Inc.	111	PB	PAB
Air Jordan	148	AJ	JORDAN	Ellis Air Lines	109	EE	ELLIS	Pan American World Airways	026	PA	PANAGRA
Air Liban	067	LN	LN	Empresa de Transportes Aerovias Brasil, S. A.	...	AB	AB	Parks Airlines, Inc.	041	PA	PAA
Airlines (W. A.) Limited	PE	AIRLINES	...	Empresa de Viasao Aerea Rio Grandense	042	RG	VARIG	Philippine Air Lines	079	PR	PAL
Air Service of India	089	AS	ASI	Expresso Aereo Interamericano, S. A.	071	ET	ETHIOPIAN	Piedmont Aviation Inc.	080	PI	PAI
Air Vietnam	120	VN	AVN	Filipinas Islands, H. F.	043	EH	EXPRESO	Pioneer Air Lines, Inc.	021	PL	LOT
Airways (India) Limited	Flying Tiger Lines, Inc.	108	FI	FLUG	Polish State Airlines LOT	090	LO	LOT
Airkwork Limited	121	AW	AIRWORK	Frontier Airlines Inc.	033	FT	FTL	Primeras Lineas Uruguayas de Navigacion Aerea
Alaska Airlines, Inc.	027	AS	ASA	Garuda Indonesian Airways Limited	128	GA	GIA	Qantas Empire Airways	081	EM	QEA
Alaska Coastal Airlines	161	AK	ACA	Gibraltar Airways Limited	171	GT	GIBAIR	Queen Charlotte Airlines Limited	187	QC	QCA
Allegheny Airlines, Inc.	037	AL	AAA	Gulf Aviation Co. Ltd.	...	GF	...	Queensland Airlines, Pty. Limited	188	QE	QAPI
American Airlines, Inc.	001	AA	AA	Hawaiian Airlines Limited	173	HA	HAL	Real S/A-Transportes Aereos Reeve Aleutian Airways Inc.	REAL
Ansett Airways Pty. Limited	152	AX	ANSETT	Himalayan Aviation Limited	Resort Airlines Inc.	321	RA	RAL
Ansett Flying Boat Services Pty. Ltd.	153	BR	...	Hong Kong Airways Limited	054	HK	HKA	Riddle Airlines Inc.	323
Apulia Airways Limited	112	...	AQU	Huntington's Air Transport Ltd.	...	HT	HAT	Saudi Arabian Airlines	...	SDI	...
Arab Airways (Jerusalem) Limited	135	JE	AAJ	IBERIA, Compania Mercantil Anonima de Lineas Aereas Espanolas	Scandinavian Airlines System	117	SK	SAS
Australian National Airways Pty. Ltd.	080	AN	ANA	Indian National Airways	075	IB	IB	Scottish Airlines	...	SL	...
Aviacion y Comercio	110	AO	AVIACO	Iranian Airways Corp.	072	ID	INA	Services Aeriens Internationaux d'Egypte, S.A.E.	...	SA	SAIDE
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 4—Aero O/Y.
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 7—Aero Transportes de Sonora.
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 41—American Airlines.
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 174—Ozark Airlines.
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 180—Pan American-Grace Airways.
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 196—Saudi Arabian Airlines.
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 201—Servicio Aereo Leopoldo Lopez T.
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 204—Siamese Airways Co., Ltd.
 205—Slick Airways.
 206—Sobelair.
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 208—Sociedad Colombiana de Transportes Aeros.
 209—Sociedad Acoreana de Transportes Aeros.
 210—Sociedade Anonima Vila-cano Aerea Gaucha.
 211—Societa Italiana Servizi Aerei.
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 216—South African Airways.
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Basle, Switzerland	BSL	60-221	Blythe, Calif.	BLH	54	Cabinda, Angola	CAB	107
Basra, Iraq	BSR	26-62-180-183- 199-231	Bon Vista, Brazil	BVB	202	Cabo Juby, Rio de Oro	CJE	136
Bastia, Corsica	BIA	26-240	Boh Dioulasso, French West Africa	BOY	26	Caceres, Brasil	CCX	202-287
Bata, Spanish Guineas	BSG	126	Boca de Acre, Brasil	BCR	181	Cachipo Apt.-Caripito, Venezuela	CPI	20-222
Bathurst, Australia	BHS	65	Bocaluba, Brasil	BCU	237	Cachoeira, Brazil	CCO	118
Bathurst, Cambia West Africa	BTH	33A-125-248	Bocas, Rep. Panama	ROC	98-144	Cacanda, Angola	CCQ	107
Baton Rouge, La.	BTR	105-110-218	Bodo, Norway	ROO	197	Cardiff, Wales	CWL	2
Batouri, Cambodia	OUR	26-242	Bogota, Colombia	ROG	28-49-222	Cagayan, Philippines	CGY	182
Battle Creek, Mich.	RTL	41	Bolse, Ida.	ROI	244-249	Cagliari, Italy	CAG	150
Bauro, Brazil	RAU	181-247	Bomaire, India	BOM	27-62-187-281	Calapion, Brasil	CPN	237
Bay City, Mich.	MBS	70	West Indian	RON	188	Calapion, Cuba	CBN	90
Bayamo, Cuba	RYM	90	Bonanza, Nicaragua	RZA	146	Calapion, Venezuela	CXA	143
Beauforte, N. C.	MRH	188	Bone, Algeria	ROE	28-28-240	Calma, Australia	CNS	48-48-187-227
Beaufort West, South Africa	BFU	216	Bonn, Germany	BNJ	105B-194	Cairo, Egypt	CAI	1-26-27-27A-27B- 38-45-60-62-102A- 114-121-130-138- 150-159-161-187- 194-196-197-216- 220A
Beaumont-Port Arthur, Tex.	BUL	105-110-230	Bordeaux, France	BOD	25A-26-29A-60- 239B-242	Cabinda, Angola	CAB	107
Beaver, Alaska	REA	169-253	Borg, Tex.	BGD	75	Cabo Juby, Rio de Oro	CJE	136
Beaver Lodge, Sask.	VRE	69	Borrololo, Australia	BOY	98	Caceres, Brasil	CCX	202-287
Beckley, W. Va.	RKW	188	Bossangoa, Fr. Equat.			Cachapoal, Chile	CIR	174
Beeville, Tex.	REE	230	Africa	BRN	88	Cajapion, Italy	CAG	150
Beira, Mozambique	REW	188	Boston, Mass.	BOS	26-41-62-110-118- 150-162-168-179- 205-228-231-244	Cajapion, Brasil	CPY	237
Belrut, Lebanon	BEY	22-26-27A-27B- 38-45-62-102A- 130-133-159-161- 179-187-196-197- 220A-221-241	Botucatu, Brazil	BCZ	247	Cajapion, Cuba	CBN	90
Belkily, Madagascar	OVA	26	Bonakie, Fr. Equat.	BYK	26-242	Cajapion, Venezuela	CXA	143
Bela Vista, Brazil	RVS	237	Bonzer, Cameroun	ROP	26	Calcutta, India	CCU	26-27-62-135-173- 179-182-187-197- 204-239B-245
Belem, Brazil	BEL	57-112A-152A- 179-181-202	Boulder City, Nev.	BLD	84-281	Caldas Novas, Brazil	CVP	57
Belfast, North Ireland	BFS	60	Bourne, Alaska	BYA	85-288	Calgary, Alberta,	CJA	91
Belgrade, Yugoslavia	BEG	107A	Bourke, Australia	BRK	85	Calabar, Nigeria	CBQ	248
Beltz, Brit. Honduras	BZE	58A-68-200-232	Bowling Green, Ky.	BWG	110	Calabozo, Venezuela	CVH	143
Bellefonte, Pa.	PSB	88	Boseman, Montana	BZN	171	Calcutta, India	CPP	182
Bellingham, Wash.	BLI	244	Bradford, Pa.	BFD	89-162	Caldas Novas, Brazil	CCU	26-27-62-135-173- 179-182-187-197- 204-239B-245
Belmonte, Brazil	RMZ	239A	Brady, Tex.	BRD	250	Calgary, Alberta,	CJA	91
Belo Horizonte, Brazil	BHZ	57-152A-181-190- 202-237	Brainerd, Minn.	BRD	167	Canada	YYC	69-228
Beloit-Janeville, Wis.	JVL	167	Brandon, Man.	YRR	228	Call, Colombia	CLO	49-180
Belo, Madag.	BMA	26	Bratislava, Czechoslovakia	HTS	77	Calvi, Corsica	CLY	26
Bemidji, Minn.	BJI	167	Brazzaville, Fr. East	BRV	26-183-242	Camaguey, Cuba	CMW	90-179
Benares, India	BNX	27	Breckenridge, Tex.	BKD	99	Cambarra, Brasil	CRJ	199
Benbecula, Scotland	BER	60	Brejo, Brasil	RJO	112A-202	Cambridge, Md.	ERN	89
Bend-Redmond, Ore.	RDM	244	Bremen, Germany	RRE	123-179-197	Camden, Ark.	CDN	230
Bengasi, Libya	REN	60-102A-161	Brewarrina, Australia	BWQ	85	Cameta, Brasil	CMT	112A
Benguela, Angola	BUG	106	Brisa, Fr. Eq. Africa	BIV	26	Camiri, Bolivia	CAM	151
Benin City, Nigeria	BNI	248	Bridgeport, Conn.	BDR	41	Camocim, Brazil	CMC	112A-199
Benjamin Constant, Brazil	BEJ	181	Bribane, Australia	BNE	26-48-48-109- 187-189A-227	Campos, Australia	CML	927
Ben. Leita, Brazil	BNO	112A	Bristol, England	BRS	2	Campanha, Brasil	CPW	237
Benta, Malaya	BEQ	188	Bristol, Virginia			Campbeltown, Scotland	CAL	66
Bentong, Malaya	BPG	188	Johnson City, Tenn.	TRI	70-183	Campesche, Mexico	CPE	94
Berbera, Br. Som.	BBO	242	Broome, Australia	BME	184	Campine Grande,		
Berberati, Fr. Eq. Africa	BRT	242	Broken Hill, Australia	BRO	6-55-110-179	Brasil	CPV	112A-152A
Bergen, Norway	BGO	250A	Broken Hill, North	BHQ	48-65-122	Campinas, Brasil	CPQ	262-287
Berlin, Germany	BER	70	Rhodesia	BHD	74	Campo Grande, Brazil	CGR	181-190-202-227
Berlin-Milan, N. H.	BML	168	Brookings, S. D.	BKX	58-251	Campinas, Brazil	CQO	190
Bermuda-Kindley Field	BDA	49-62-80-90-126- 143-179-228	Brownsville, Tex.	BRO	6-55-110-179	Canadian Leon,	CNL	2
Berne, Switzerland	BRN	221	Brownwood, Tex.	BWD	230	Argentina	CNA	16
Bertoua, Cameroons	BUW	28	Brunetown Down,	BTD	98	Cananes, Mexico	CSC	144
Beulampy, Madag.	BPY	26	Brunswick, Ga.	SSI	105-110	Canas, Costa Rica	CRR	48-227
Bethel, Alaska	BET	85-166	Brussels, Belgium	BRU	179-194-197-221	Canberra, Australia	CDL	88-253
Bethlehem, Pa.	ABL	80-281-244	Bruzual, Venezuela	BRZ	143	Candide, Alaska	CDL	88-253
Betioky, Madag.	BKU	26	Bryan-College Station, Texas A & M College	CLL	99-230	Cannavieiras, Brazil	CNV	181-202
Bettles, Alaska	BTK	253				Canobie, Australia	CRV	227
						Canton, Ohio	CAK	41-70-110-118-244
						Canton Island, South Pacific	CIS	69-170-187
						Cantabria, Brasil	CII	181
						Cape Girardeau, Mo.	CGI	174
						Cape May-Wildwood, N. J.	WWD	89

City	Code	Airlines (See Key)	City	Code	Airlines (See Key)	City	Code	Airlines (See Key)
Cape Newenham, Alaska	NHM	169	Ciudad Victoria, Mex.	CVM	94	Darwin, Australia	DRW	26-62-154-187-227
Cape Romanof, Alaska	CZF	169	Clarkbury, W. Va.	CKB	70	Dauphin, Man.	YDN	69
Capetown, So. Africa	GTF	216	Clark Point, Alaska	CLP	58-169	Dawson City,		
Caracas, Venezuela	CCB	20-26-38-57-62- 105-126-132-143- 179-222	Clarkston, Wash.	LWS	249	Yuk. Ter.	YDA	69
Carnesinho, Brazil	CRQ	119-202-210	Clearfield, Pa.	PSB	39	Daytona Beach, Fla.	DAB	110-168
Carnuari, Brazil	CAF	181	Clearwater, Fla.	PIE	56-110-188	Dayton, Ohio	DAY	41-134-205-231
Caravelas, Brazil	CRV	181-202	Ciermont, Australia	CMQ	189A	Deauville, France	DOL	26-60
Cardiff, Wales	CWL	2	Clermont-Ferrand, France			Decatur, Ill.	DEC	174
Caribabad, N. M.	CNM	99	Clifton-Morenci, Ariz.	CFT	119	Deering, Alaska	DRG	35-253
Cariton, Australia	CRY	96	Clinton, Iowa	CWI	66	Delhi, India	NDH	27-62-179
Carmen de Patagonia, Argentina	CPG	8	Clintonville, Wis.	CLI	187	Denver, Colo.	DEN	56-99-119-244-251
Carnarvon, Australia	CVO	154	Cloncurry, Australia	CNJ	227	Des Moines, Iowa	DSM	56-244
Carolina, Brazil	CLN	67-112A-152A-202	Clovia, New Mexico	CVB	99	Detroit, Mich., Wayne Major Airport	RML	41-70-105-110- 118-167-171-179- 205-231-244
Carson City-Minden, Nev.	MEV	54	Cluj, Romania	CLJ	222A	Detroit, Mich. (Willow Run Airport)	YIP	41-70-105-110- 118-167-171-179- 205-231-244
Cartagena, Colombia	CTG	49	Coacalco, Mexico	CCL	10	Dhahran, Saudi Arabia	DHA	27A-122A-138- 159-196-231
Carupano, Venezuela	CUP	20-145-222	Coari, Brasil	CZA	181	Dillingham, Alaska	DLG	169-175
Carvoeiro, Brazil	CVZ	181	Cobija, Bolivia	CLJ	181	Dinard, France	DNR	26
Casablanca, French Morocco	CAS	23A-26-28A-48- 194-239-239B-242	Cochabamba, Bolivia	CBB	151-180-202	Djakarta, Indonesia	JKT	26-62-127-138-187
Cascavel, Brazil	CAC	190-202	Cochin, India	COK	27	Djambala, French Equat. Africa	DJM	26
Casigua, Venezuela	CUV	20-222	Cocos-Keeling Is.	CCK	187	Djerba, Tunisia	DJE	240
Casper, Wyo.	CPR	119-261	Codo, Brasil	CDX	112A	Dodge City, Kan.	DDC	99
Castilegar, B. C., Canada	YCG	69	Cody, Wyo.	COD	119	Dodoma, Tanganyika	DOD	108
Catacamas, Honduras	CAA	200	Coen, Australia	CUQ	48	Dollisie, French Equat. Africa	DIS	26-242
Catanduva, Brazil	CQV	190	Coeur d'Alene, Idaho	COE	250	Dothan, Ala.	DHN	110
Catania, Sicily	CTA	180	Coffs Harbour, Australia	CFS	49	Douala, French Equit. Africa	DLA	26-126-239B-242
Cavayan, Philippine Islands	CYZ	182	Colombatore, India	CJB	27	Douglas, Ariz.	DUG	41
Cauquenes, Chile	CQC	141	Cold Bay, Alaska	CDB	191	Dover, Del.	DOV	89
Caxambu, Brasil	CWX	190-237	Coleman, Tex.	COM	230	Dublin, Ireland	DUP	2-133
Caxias, Brazil	CXS	112A	Colima, Mex.	CLQ	10	Dubuque, Iowa	DBQ	174
Cayenne, Fr. Guiana	CAY	20-138-179	Colomb Bechar, Algeria	CBH	26	Dulce Nombre, Honduras	DUL	200
Cayman Is., B.W.I.	63-43		Colombo, Ceylon	CMB	24-27-62-133- 187-231	Duluth, Minn.		
Cayo Mambi, Cuba	CMV	90	Colonia Yerusa, Argentina	CYR	83	Superior, Wis.	DLH	167
Cebu, Philippines	CEB	182	Colorado Creek, Alaska	COJ	160	Durango, Colo.	DRO	119
Cedar City, Utah	CDC	251	Colorado Springs, Colo.	COS	56-99	Durango, Mexico	DGO	10
Cedar Rapids, Iowa	CID	244	Columbia, Mo.	CBI	174	Durban, South Africa	DUR	74-106-108-216
Ceduna, Australia	CED	132	Columbia, S. C.	CAE	105-110	Dusseldorf, Germany	DUS	4-26-27-60-62- 105B-125-133-179- 181-194-197-221- 228
Central, Alaska	CEM	85-169-265	Columbus, Ga.	CSG	105-110-218	Duluth, Minn.		
Centralia, Wash.	CLS	249	Columbus, Miss.	UBS	218	Duluth, Minn.		
Champaign-Urbana, Ill.	CMI	174	Columbus, Ohio	CMH	41-184-205-231	Eagle, Alaska	EAA	85-253
Chania, Crete	CHQ	224	Comayagua, Br. Hond.	CGV	200	Earlton, Ontario	VXR	69
Chanute, Kan.	CNU	174	Comodoro Rivadavia, Argentina	CRD	8	Eau Claire, Wis.	ESN	39
Chapadinha, Brazil	COD	112A	Conakry, French West Africa	CKY	26-242	Edinburgh, Scotland	EDU	60
Charleston, S. C.	CHS	105-110-163	Concepcion, Bolivia	CEP	180	Edmonton, Alta.	YXD	60-171-228-231
Charleston, W. Va.	CHW	41-70-110-187	Concepcion, Chile	CCP	141	Eek, Alaska	EEK	169
Charlottesville, Va.	CHO	188	Concord, N. H.	CON	168	Eindhoven, Neth.	EIN	194
Charleville, Australia	CTL	65-227	Condoto, Colombia	COG	49	El Runepo, Brazil	ERN	181
Charlotte, N. C.	CLT	70-110-183-214	Copan, Honduras	RUJ	200	El Bagre, Colombia	ERG	49
Charlottetown, P. E. I.	YYG	187	Copenhagen, Denmark	CPH	4-26-60-117-133- 152-179-194-197- 221-231	El Banco, Colombia	FLR	49
Charters Towers, Australia	CXT	927	Copper Centre, Alaska	CZC	101	El Centro, Calif.	IPL	54
Chatham, Alaska	CYM	36-101	Cordoba, Argentina	COR	8	El Dorado, Ark.	ELD	230
Chattanooga, Tenn.	CHA	70-105-110	Cordova, Alaska	CDV	101-175	El Golea, Algeria	ELG	26
Chehalis-Centralia, Washington	CLB	249	Cordova, Alaska	CZE	20-148-222	Elizabeth City, N. C.	ECG	76
Chena Hot Springs, Alaska	CEX	85	Coro, Venezuela	CZE	160	Elizabethville,		
Cheneva, Alaska	CHN	101	Corozal, Colombia	CZU	49	Belgian Congo	EZA	194
Cherrabun, Australia	CBC	164	Corpus Christi, Tex.	CRP	56-110-230	Elkins, W. Va.	EKN	41
Chetumal, Mexico	CTM	63A-94	Cortquin, Honduras	COQ	290	Elko, Nev.	EKO	244
Cheyenne, Wyo.	CYS	110-244-261	Corrientes, Argentina	CNQ	8	Ellamar, Alaska	EMA	101
Chicago, Illinois			Cortez, Colo.	CEZ	119	Ellensburg, Wash.	ELN	250
Midway Airport	CHI	25-41-56-62-79- 105-110-111-134- 167-171-174-179- 206-228-231-244	Corumbá, Brazil	CMG	181-190	Elmira-Corning, N. Y.	ELM	41-70-162
Chichigof, Alaska	CIG	86	Council, Alaska	CIL	35	Endicott, N. Y.	BGM	80-162-231
Chicken, Alaska	CKX	88	Craig, Alaska	CGA	112	Encontrados, Venezuela	ENR	20
Chielayo, Peru	CIX	91	Cranbrook,			Enid, Okla.	WDG	76
Chico, Calif.	CIC	219	B. C., Canada	YXC	69	Entebbe, Uganda	EBB	33A-62-108-125- 194
Chihuahua, Mexico	CUU	10-228A	Crescent City, Calif.	CEC	219	Ephrata-Moses Lake, Wash.	EPH	250
Chilan, Chile	YAI	141	Crooked Creek, Alaska	CRD	169	Erandaque, Honduras	EDQ	200
Chisana, Alaska	CZN	101	Cruzeiro do Sul, Brazil	CZB	181	Erie, Pa.	ERI	39-70
Chisholm, Minn.	HIB	187	Cucut, Brazil	CRZ	181	Escanaba, Mich.	ESC	167
Chitina, Alaska	CXC	101	Cueta, Colombia	CUC	49	Emeraldas, Ecuador	ESM	180
Chittagong, Pakistan	CGP	27-173-248	Cuba, Brasil	CGB	181	Eugene, Oregon	EUG	244-250
Chukai, Malaya	COI	155	Cuquín, Honduras	CUL	10	Eureka-Arcata, Calif.	ACV	219
Chupanga, Mosam	CPJ	185	Cumaná, Venezuela	CUM	20-148-222	Evanaville, Ind.	EVV	105-110
Churchill, Manitoba	YYQ	69	Cumberland, Md.	CRE	35	Excursion Inlet, Alaska	EXI	36
Christiansburg, N. Z.	CHC	166-223	Curaçao, Netherlands West Indies	CUR	128-145-179-189C	F		
Christmas Creek, Australia	CXQ	154	Curitiba, Brazil	CWB	57-181-190	Fairbanks, Alaska	FBK	35-69-101-169- 179-253
Ciego de Avila, Cuba	CDA	90	Currubim, Brazil	CUO	181	Fairbanks, Alaska (Ladd Field)	FAI	35-69-101-169- 179-253
Cienfuegos, Cuba	CFC	90	Cut Bank, Mont.	CTB	251	International Express Airport		
Cimitarra, Col.	CIM	49	Cuzco, Peru	CUZ	91	Parewell, Alaska	FWL	85-169
Cincinnati, Ohio	CGV	41-105-134-189- 205-231	D			Fargo, N. D.	PAR	56-167-171
Circle, Alaska	CRC	169-253	Dabajuro, Venezuela	DJV	222	Farmington, N. M.	FMN	119
Circle Hot Springs, Alaska	CCZ	169-253	Dacca, Pakistan	DAC	27-62-173-178A			
Cludad Bolívar, Venezuela	CBL	20-143	Dakar, Senegal	DKR	8-26-183-179-181- 197-221			
Cludad del Carmen, Mexico	CME	94	Dallas, Tex.	DAL	41-56-75-99-105- 204-230			
Cludad Juarez, Mexico	CJS	10-41-90-239	Damascus, Syria	DAM	28-42-133-196- 197-220A-221			
Cludad Oregón, Mex.	CEN	10-225A	Danville, Ill.	DNV	134-174			
Cludad Trujillo, Dominican Republic	CTJ	71-92-105-133- 179	Danville, Va.	DAN	110-183			
			Danzig, Poland	DAZ	185			
			Dar Es Salaam, Tanzania	DAR	62			

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Fayetteville, Ark.	FYV	75	Gothenborg, Sweden	GOT	162-197	Hawthorne, Nev.	HTR	64
Fayetteville, N. C.	FAY	183	Gottwaldov	GTW	77	Haycock, Alaska	HAY	35
Fitchburg-Leominster, Mass.	FIT	168	Czechoslovakia	GUD	28	Hay River, Mack.	HYH	69
Flagstaff, Ariz.	FLG	119	Goudam, French Sudan	GUD		Helena, Ark.	HEK	230
Flat, Alaska	FLT	35-169	Governor's Harbour,			Helena, Mont.	HLN	171-251
Flin Flon, Man.	YFO	69-76	Bahama Islands	GHB	61-62	Helsinki, Finland	HEL	4-77-79-179-197
Flint, Mich.	FNT	70	Gobernador Valadares,			Henrybury, Australia	HRY	98
Florence, Italy	FLR	150	Grand Canyon, Ariz.	VLE		Hersonissos, N. C.	AVL	70-108-183
Florence, S. C.	FLO	110	Gracias, Honduras	GAC		Heraklion, Greece	HER	224
Florianopolis, Brazil	FLN	118-181-190- 202-281A-247	Grajau, Brazil	GRU	112A	Hercognoi,		
Folger, Alaska	FOL	35-189	Granada, Spain	GRX	48A-126	Yugoslavia	HNO	132
Fonte Boa, Brazil	FBA	181	Grand Canyon, N. D.	GFK	119	Hermannsburg,		
Forestville, Quebec, Canada	YFE	69	Grand Forks, Neb.	GRI	167-171	Australia	HMG	98
Formosa, Argentina	FMA	8	Grand Island, Neb.	GJF	244	Hermosillo, Mex.	HMO	10-94-228A
Fortaleza, Brazil	FOR	67-112A-152A- 181-190-202	Grand Junction, Colo.	GJT	119-244	Herrin, Ill.	MWA	174
Ft. Arch, Equa. Africa	FTR	26-242	Grand Rapids, Mich.	GRR	70-118-134-167	Hibbing-Chisholm,		
Fort Bragg-Mendocino, Calif.	MCO	219	Granite, Australia	GTS	98	Min.		
Fort de France, Martinique	FDF	26-61-68-170	Graz, Austria	GRZ	132	Hickory, N. C.	HRY	167
Fort Dodge, Ia.	FOD	56-174	Great Bend, Kan.	GBD	99	Higatara, New Guinea	HII	119A
Ft. Lamy, Fr. Eq. Africa	FTL	26-242	Great Falls, Mont.	GTF	171-251	Hilo, Hawaii	ITO	123-229
Fort Lauderdale, Fla.	FLL	155	Green Bay, Wis.	GRB	167	Hobart, Australia	HBA	43-48-227
Fort Myers, Fla.	FMY	163	Greensboro-High Point, N. C.	GSO	70-110-183	Hobbs, N. M.	HOB	99
Ft. Nelson, British Columbia	YYE	69	Greenville, Miss.	GLH	218	Hokitika, N. Z.	HKK	166
Ft. Norman, Mack.	YFN	69	Greenville, S. C.	GRL	105-110-218	Holguin, Cuba	HOG	90
Ft. St. John, British Columbia	YXJ	69	Greenwood, Miss.	GRW	105	Holikachuk, Alaska	HOL	35
Fort Sill, Okla.	LAW	75-99	Greenwood, S. C.	GRD	218	Hollandia, New Guinea	HLA	155-187
Fort Smith, Ark.	FSM	56-75	Greybull-Basin, Wyo.	GEY	119	Holy Cross, Alaska	HCR	35-169
Fort Stockton, Tex.	FST	230	Griffith, Australia	GPF	48	Homer, Alaska	HOM	169-175
Fortuna Ledge- Marshall, Alaska	MLL	85-169	Grindstone, Mag. Is.	YGE	157	Hongkong, China	HKG	26-27-81A-62-62- 72-79A-124A-179- 182-187-197-204
Ft. Vermillion, Alta.	YVF	69	Gundalajara, Mex.	GDL	6-10-94	Honiara, Br. Solomon Is.	HIR	187
Fort Wayne, Ind.	FWA	105-281-244	Gunjara-Miril, Brasil	GIM	202	Honolulu, Oahu, Hawaii	HIR	
Ft. William, Ontario, Canada	YWI	228	Guaiaco, Honduras	GUO	200	HNL	69-123-130A-171- 179-187-229-244	
Fort Worth, Tex. (Amon Carter Field)	ACF	41-56-75-99- 105-205-230	Guam Island,			Hoobnah, Alaska	HNH	86
Fort Worth, Tex. (Mecham Field)	PTW	41-58-75-105- 184-205-230	Southwest Pacific	GUM	179	Hooper Bay, Alaska	HPB	169
Fort Yukon, Alaska	FYU	85-189-253	Guanare, Venezuela	GUQ	143	Houqiam-Aberdeen, Wash.	HQM	250
Franceville, Fr. Eq. Africa	FRV	86	Guantanamo, Cuba	GAO	90	Hot Springs, Alaska	HGS	169
Frankfurt, Germany	FRA	8-28-40-60-87- 105B-126-182-185- 150-179-181-197- 194-197-216-221- 231	(Naval Air Sta.)	GUV	10	Hot Springs, Ark.	HOT	105-230
Franklin-Oil City, Pa.	FKL	39	Guasave, Mex.	GUV	143	Hot Springs, S. D.	HSR	281
Fredericton, New Brunswick	YFC	157-228	Guasipati, Venezuela	GTD	143	Houghton, Mich.	CMX	167
Freetown, West Africa	FNA	26-33A-125-248	Guatemala	GUA	49A-183-179- 232	Houston, Tex.	HUL	168
Fresno, Calif.	FAT	231-244	Guatemala	GUA	232	HOU	86-99-105-110- 179-205-230	
Fukuoka, Japan	FUK	130A	Guaxype, Brazil	GXP	190-237	Humaita, Brazil	HYT	181
Gainesville, Ala.	GAD	218	Guayaquil, Ecuador	GVE	49-56-153-180-237	Hue, Indo-China	HUI	31A
Gainesville, Fla.	GNV	110	Guayamerin, Bolivia	GYA	151	Hughenden, Australia	HGD	227
Gakona, Alaska	GAK	101	Gymnas, Mex.	GVM	10-228A	Hughes, Alaska	HUS	253
Galena, Alaska	GAL	169-253	Guernsey, Channel Is.	GCI	60	Huntington, W. Va.	HTW	89-110-183
Gallup, N. M.	GUP	119	Guiratinga, Brazil	GUZ	237	Huntville, Ala.	HNV	70-110
Galveston, Tex.	GLS	230	Guiria, Venezuela	GUF	143-282	Hurn, England	HUR	2-8-26-27-83A- 38-60-62-74-107A- 111-126-126-138- 148-179-181-187- 194-197-216-221- 224-228-281-290
Gambell, Alaska	GAM	49	Gulfport, Miss.	GPT	163-218	Huron, S. D.	HON	86-261
Gander, Newfoundland	YQX	26-35-62-133-150- 157-179-194-197- 221-228-231	Gulkana, Alaska	GKN	101	Hutchinson, Kan.	HUT	99
Ganes Creek, Alaska	GEK	85	Gulu, Uganda	GUU	108	Hwaiien, Formosa	HWL	79A
Gao, Fr. West Africa	GAQ	26	Gunnison, Colo.	GUC	119	Hyannis, Mass.	HYA	168
Garca, Brazil	GCA	190	Gurupa, Brazil	GUR	181	Hydaborg, Alaska	HYG	112
Garden City, Kan.	GCK	99	Gustavus, Alaska	GST	36-175	Hyderabad, India	HYD	97
Garous, Cameroun	GOU	26-242	Gwelo, So. Rhodesia	GWE	74			
Gary, Ind.	GYY	184	Gyor, Hungary	GYO	159A			
Garzon, Colombia	GAZ	49						
Geneva, Switzerland	GVA	23-28-26-27- 28A-35-60-126- 183-194-197-221- 231	H					
Georgetown, Br. Guiana	GEO	26-61-63-133- 179-202	Hagerstown, Md.	HAG	39	I		
Georgetown, Del.	GED	39	Haifa, Israel	HFA	102A	Hadram, Nigeria	IHA	248
Germiston, So. Africa	GES	62-74-106-111- 138-179-187-194	Haines, Alaska	HNS	86	Hague, Colombia	IHC	49
Gibraltar	GIB	60	Haiphong, Indo-China	HPH	26-72	Icabur, Venezuela	ICA	148
Glasgow, Scotland	GLA	2-60-117-125-133- 179-197-228	Halifax, Nova Scotia	YHX	157-228	Icona, S. F., Brazil	INA	181
Glendive, Mont.	GDV	119	Hall's Creek, Australia	HCQ	154	Idaho Falls, Id.	IDA	250-251
Glenroy, Australia	GLR	154	Hamburg, Germany	HAM	26-49-60-125-182- 183-186-179-181- 194-197-221	Igriugig, Alaska	IGG	169
Glen Falls, N. Y.	GFL	80	Hamilton, Alaska	HMA	35-169	Iguassu Falls, Brazil	IGU	8-113-190
Golfito, Costa Rica	GLF	144	Hamilton, Australia	HLT	43	Iheus, Brazil	IOS	67-152A-202-237
Goldov, Alaska	GLV	85	Hamilton, Bermuda	BDA	49-62-80-90-126- 143-179-228	Ilanais, Alaska	ILJ	109-175
Good Hope, Mack.	YGH	69	Hampton, N. Z.	HLZ	166	Illoilo, Phil. Islands	ILO	182
Goodnews Bay- Muntrak, Alaska	GNU	85	Hammerfest, Norway	HFT	197	Imperatriz, Brazil	IMP	112A
Hatches Creek,			Hampton, Va.	PHP	70-163-183	Imperial-El Centro, Calif.	IPL	64
Hartford, Conn.			Hancock-Houghton, Mich.	CMX	167	Imphal, India	IMP	27
Hartford, Conn.			Hannibal, Mo.	HNN	56-174-231	Indianapolis, Ind.	IND	41-105-110-134- 174-205-231
Hartington-San Benito, Tex.			Hanoli, Indo-China	HAN	22-31A-239B	Indio, Calif.	IDO	64
Hawthorne, Nev.			Hanover, Germany	HAJ	60-183-179-197	Ishambane, Mozambique	INH	106
Hawthorne, Nev.			Hanover-Lebanon, N. H.			Innsbruck, Austria	INN	188-221
Hawthorne, Nev.			White River Junction, Vt.	JER	168	Ionoko, Belgian Congo	INO	191
Hawthorne, Nev.			Harbor Springs, Mich.	PIL	70	Is Salih, Algiers	INZ	26
Hawthorne, Nev.			Harbour Isl., Bahamas	HBI	51-62	International Falls, Minn.	INL	167
Hawthorne, Nev.			Hargeisa, Br. Som.	HGA	1	Invercargill, N. Z.	IVC	186
Hawthorne, Nev.			Harlingen-San Benito,			Inverway, Australia	IVW	98
Hawthorne, Nev.			Tex.	HRL	220	Ikoyek, Calif.	IKY	219
Hawthorne, Nev.			Harrisburg, Pa.	HAR	39-70-231	Ioannina, Greece	IOA	224
Hawthorne, Nev.			Hastad, Norway	HRD	197	Iowa City, Iowa	IOW	244
Hawthorne, Nev.			Hartford, Conn.			Ipameri, Brazil	IPA	237
Hawthorne, Nev.			Springfield, Mass.	BDL	41-110-118-168- 205-244	Ipiales, Colombia	IPI	49
Hawthorne, Nev.			(Bradley Field)			Ipooh, Malaya	IPH	186
Hawthorne, Nev.						Ipora, Brazil	IPO	237
Hawthorne, Nev.			Hartz Range, Australia	HRZ	98	Iquique, Chile	IQQ	141
Hawthorne, Nev.						Quito, Peru	IQT	91-181
Hawthorne, Nev.			Haugesund, Norway	HAU	250A	Irings, Tanganyika	IRI	194
Hawthorne, Nev.			Havana, Cuba	HAV	8-56-90-105-126- 143-179-229	Iron Mountain, Mich.	IMT	187
Hawthorne, Nev.						Iron Range, Australia	IRG	48

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City	Code	City
Ironwood, Mich.	IWD	Kapuskasing, Ontario,
Iruru, Belgian Congo	IRU	Canada
Isfahan, Iran	IFN	Karachi, Pakistan
Istanbul, Turkey	ISK	KHI 26-27-62-129-138-
Islay, Scotland	ILY	178-178A-179-182-
Isle of Man, Brit. Isles	IOM	187-239B
Izmir, Turkey	IZM	Karawala, Nic.
Istanbul, Turkey	IST	KAX 145
Itabuna, Brazil	ITN	Karonga, Nyas.
Itacare, Brazil	ITE	KGJ 74
Itacoatiara, Mex.	ITA	KRUA
Itaiai, Brazil	ITJ	KAA 74
Itaui, Brazil	ITO	KSE 108
Itahoe, N. Y.	ITH	KGQ 74
Ituituba, Brazil	ITU	KTA 101
Ivanhoe, Australia	IVH	Katherine, Australia
Inverness, Scotland	INV	KTR 98-227
Iwakuni, Japan	IWA	Kavalla, Greece
Itzapa, Mex.	IZT	KVG 224
J		Kayes, Senegal
Jacareinho, Brazil	JCZ	KYS 26
Jackson, Mich.	JXN	Kayseri, Uganda
Jackson, Miss.	JAN	KYI 108
Jackson, Wyo., West		KNE 162-168
Yellowstone, Mont.	JAC	Koeno, N. H.
Jacksonville, Fla.	JAX	Ketemanshoop,
Jaffa, Israel	JFA	KMP 216
Jaguarro, Brazil	JAF	Keflavic, Iceland
Jajpur, India	JGB	KEF 179
Jamestown, N. Y.	JHW	Kemi, Finland
Jammaghar, India	JMS	Kempsey, Australia
Janesville, Wis.	JGA	KPS 65
Januaria, Brazil	JVL	Kenai, Alaska
Jauquino Bay,	JNA	ENA 169-175
N. Guinea	JAQ	Kensington, N. Borneo
Jatai, Brazil	JTB	KGU 156
Jeddah, Saudi Arabia	JED	Kennewick, Wash.
Jefferson City, Mo.	JEF	KRA 249
Jenderata, Malaya	JEN	Kerang, Australia
Jequitinhonha, Brazil	JEQ	KKMA 48
Jersey, Channel Island	JER	Kerema, N. Guinea
Jerusalem, Israel	JRS	KER 187
Jesseltown,		Kerville, Tex.
B. N. Borneo	JES	Ketchikan, Alaska
Jibuti, Fr.	JTI	KET 230
Somaliland	JIB	Key West, Fla.
Jacaba, Brazil	JCB	Khartoum, Sudan
Joao Pessoa, Brazil	JPA	KKT 1-26-32A-62-
Jodhpur, India	JDH	102A-114-125-161-
Jolo, Philippines Is.	JOL	194-197-216-220
Joplin, Mo.	JLN	Kletta, New Guinea
Jon. Nigera	JOS	KLG 187
Juba, Anglo Egyptian		Kigali, Belgian Congo
Sudan	JUB	KGL 104
Jujuy, Argentina	JUJ	Kikori, New Guinea
Julia Creek, Australia	JCK	KRI 187
Juneau, Alaska	JNU	Kilkwit, Belg. Congo
Juticalpa, Honduras	JUT	KKW 164
K		Kilgore, Tex.
Kabalo, Belgian Congo	KBO	KGG 105-230
Kabul, Afghanistan	KBL	Kimberly, South Africa
Kaduna, Nigeria	KAD	KIM 216
Kaedi, Fr. W. Africa	KED	Kimberley Downs, Australia
Kaliko, Australia	KKO	KBD 154
Kalle, Cameroons	KLE	Kimsham, Alaska
Kaitala, N. Z.	KAT	KMM 86
Kake, Alaska	KAE	Kindu, Belgian Congo
Kalabo, No. Rhodesia	KLB	KND 194
Kalamazoo, Mich.	AZO	KNS 43
Kalgoorlie, Australia	KGI	King Salmon, Alaska
Kalspell, Mont.	FCA	AKN 169-175-191
Kalskag, Alaska	KLG	Kingaroy, Australia
Kaltag, Alaska	KAL	KGY 189A
Kamaran Isl., Aden	KAM	Kingman, Ariz.
Kamina, Belg. Congo	KMN	IGM 54
Kamloops, British Columbia	LKA	Kingscote, Australia
Kampala, Uganda, Africa	KLA	KGC 122
Kamusia, Hawaii	KME	Kingsport, Tenn.
Kamwenge, Uganda	KMW	KSN 18-38-70
Kankan, Ivory Coast	KNN	KIN 49-62-68-90-135-
Kano, Nigeria	KAN	179-192-228
Kansas City, Mo.	MKC	Kinston, N. C.
	86-75-09-105-205-	KPN 183
	281	KPN 169
		KKN 197
		KOI 60
		KRKN 197
		KIS 108
		KITALE, Kenya
		KTL 108
		KLU 183
		LMT 244-250
		KLW 112
		TYS 41-70-105-183
		NHB 175-191
		KOG 189
		KOD 119A
		OKK 184
		KKS 169
		KWZ 194
		KOA 128-229
		KOH 49
		KORONADAL, Philippines Islands
		KDL 182
		KOICE, Czechoslovakia
		KSC 77
		KOTA BAHRU, Malaya
		KBR 156
		KOTLIK, Alaska
		KOT 169
		KOTEBE, Alaska
		OTZ 85-258
		KOYUK, Alaska
		KKA 85
		KYU 189
		KRAKOW, Poland
		KRK 185
		Kribi, Cameroun
		KBI 26
		KRISTIANAND B., Norway
		KRS 135-194-197
		KSU 172
		KUALA, Lumpur, Malaya
		KUL 156
		KUANTAN, Malaysia
		KUA 156
		KUCHING, Sarawak
		KCH 156
		KUDAT, N. Borneo
		KUD 156
		KULGERA, Australia
		KGR 98
		KUMASI, Gold Coast
		KMS 248
		KUPANG, Indonesia
		KOE 127
		KURUNDI, Australia
		KRD 98
		KUTARAJA, Indonesia
		KRJ 127
		KUWAIT, Kuwait Pr.
		KWI 27B-82-102A-129-130-189-161-196-220A
		Kwigillingok, Alaska
		KWK 169
		Kwiguk, Alaska
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		La Baule, France
		LBY 26
		La Brea, Brasil
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		Lissadel, Australia
		Little Rock, Ark.
		LIT 41-56-105-230
		Liverpool, England
		LPL 2
		Livengood, Alaska
		LIV 85
		Livingstone, No. Rhodesia
		LJU 182
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		Labuan, British N. Borneo
		LBU 26-72-156-187
		La Ceiba, Honduras
		LCE 200
		La Concha, N. H.
		LCI 158
		La Crosse, Wis.
		LSE 167
		La Cumbre, Argentina
		LCM 8
		La Esmeralda, Honduras
		LEZ 200
		La Fria, Venezuela
		LF'R 222
		La Gatica, Argentina
		ING 8
		Lagos, Nigeria
		LOS 26-62-242-243
		La Grande, Ore.
		LGD 249
		Lake Charles, La.
		LCH 110
		Lake Kutubu,
		Lake Kutubu, Lake
		LAL 163
		Lake Minchumina, Alaska
		LAM 169
		Lake Placid, N. Y.
		SLK 80
		Lanai, Hawaii
		LNY 123
		Lancaster, Pa.
		LNS 89-80
		Land o' Lakes, Wis.
		LNL 167
		Land's End, England
		LEQ 60
		Lansing, Mich.
		LAN 70-167
		Laos, Philippine Is.
		LAO 182
		Lapa, Brazil
		LAZ 56-141-151-180
		Lapaz, Bolivia
		LAP 10-222A
		Lao Pao, Mexico
		LAP 20-222
		Lastourville, French
		La Plata, Argentina
		LTL 28
		Las Vegas, Nev.
		LAS 54-231-244-251
		La Touche, Alaska
		LTU 101
		Launceston, Tasmania
		LST 43-48-227
		Laurel, Miss.
		LUL 218
		Lavras, Brazil
		LVQ 237
		Lawrence, Mass.
		LWM 168
		Lawton-Fort Sill,
		Oklahoma
		LAW 75-99
		Learmonth, Australia
		LEA 154
		Lebanon, N. H.
		LEB 168
		Lebu, Philipine Islands
		LGP 182
		Leningrad, U.S.S.R.
		LED 79
		Leominster, Mass.
		FIT 168
		Leonora, Australia
		LNO 82
		Leon, Mex.
		LEN 10
		Leopoldville, Belgian Congo
		LEO 107
		Leper, Shetland Islands
		LSI 60
		Lethbridge, Alta.
		YQL 228-251
		Levelock, Alaska
		LLK 68-169
		Lewiston, Id.
		Clarkston, Wash.
		LWS 250
		Lewiston, Me.
		LEW 168
		Lewiston, Mont.
		LWT 251
		Lexington-Frankfort, Ky.
		105-110-183
		Libenge, Belgian Congo
		LIE 194
		Liberec, Czechoslovakia
		LIR 77
		Liberia, Costa Rica
		LBI 144
		Liberty-Monticello, N. Y.
		LYM 162
		Libreville, French
		Equit. Africa
		LTV 26-239B-242
		Liege, Belgium
		LGG 194
		Lihue-Kauai, Hawaii
		LIH 128
		Lille, France
		LIL 194
		Lilongwe, Nyasaland
		LLW 74
		Lima, Ohio
		LIA 184
		Lima, Peru
		LIM 8-56-69-91-123-148-180-181-237
		Limon, Costa Rica
		LIO 144
		Lincoln, Neb.
		LNK 56-214
		Lindi, Tanganyika
		LDI 106
		Lins, Brasil
		LNQ 190
		Linz, Austria
		LNZ 188
		Lira, Uganda
		LIJ 108
		Lisala, Belgian Congo
		LIQ 194
		Lisbon, Portugal
		LIS 8-23A-26-28A-38-49-60-90-126-138-148-179-191-194-197-221-231-239
		Lissadel, Australia
		LLL 98
		Little Rock, Ark.
		LIT 41-56-105-230
		Liverpool, England
		LPL 2
		Livengood, Alaska
		LIV 85
		Livingstone, No. Rhodesia
		LJU 182
		L
		La Baule, France
		La Brea, Brasil
		LBR 181

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lobito, Angola	LOB	107	Manhattan-Fort Riley-			Mesched, Iran	MHD	129
Lock Haven, Pa.	LHV	39	Junction City, Kan.	MHK	99	Mexicali, Mex.	MXL	94
Lodz, Poland	LDZ	186	Manicore, Brazil	MKE	181	Mexico City, Mex.	MEX	6-10-13-26-41- 69-90-133-144- 179-223-232
Logan, Utah	LGU	251	Manila, Philippine Is.	MNL	26-72-78A-127- 188-171-179-182-			
Lome, Fr. W. Africa	LFW	26-242			187	Miami, Fla.	MIA	13-49-51-62-56- 57-63-90-92-103- 110-133-143-144- 163-179-192-193- 231
London-Corbin, Ky.	LOZ	185	Manitowoc, Wis.	MTW	167	Miandrivazo, Madag.	ZVA	26
London, England	LON	2-8-26-27-32A- 38-60-62-74-107A- 111-125-126-133- 143-179-181-187- 194-197-216-221- 224-228-231-239	Manizales, Colombia	MZL	49	Middleton Island,		
London, Ontario, Can.	YXU	228	Manja, Madag.	MJA	26	Alaska	MDO	101
Londrina, Brazil	LDB	57-113-190-247	Mankato, Minn.	MKT	251	Midland, Mich.	MAF	70
Long Beach, Calif.	LGB	118-244-251	Mankoya, Northern Rhodesia	MNK	74	Midland, Tex.	MAF	41-99-184
Long Creek, Alaska	LOJ	169	Manono, Belgian Congo	MNO	194	Milan, Italy	MIL	26-38-60-133-150- 194-221-231
Longreach, Australia	LRE	189A-227	Mansfield, Ohio	MFD	134	Mildura, Australia	MQL	48-122
Longview-Kilgore- Gladewater, Tex.	LLV	105-230	Manta, Ecuador	MEC	180	Miles City, Mont.	MLS	119
Lord Howe Island, Pacific Ocean	LDH	43	Manus, Manus Island	MAS	187	Milgarra, Australia	MOG	227
Los Angeles, Calif.	LAX	41-54-94-118- 179-205-219- 231-244-251	Manzanillo, Cuba	MZO	90	Millinocket, Me.	MLT	168
Los Chiles, Costa Rica	LSL	144	Mar Del Plata, Argentina	MDQ	8	Milwaukee, Wis.	MKE	41-70-118-167- 171-174-244
Los Mochis, Mex.	LMM	10	Maraba, Brasil	MAB	112A-202	Minasitan, Mex.	MTT	94
Lost River, Alaska	LSR	85	Maracaibo, Venezuela	MAR	20-138-148-179- 222	Minchumina, Alaska	LAM	169
Louisville, Ky.	SDF	41-110-183-231	Marcala, Honduras	MRJ	200	Minneapolis-St. Paul	MWL	99
Lourdes, France	LDE	2	Maradi, Fr. Equat.	MFO	26	Minn., Minot, N. D.	MSP	57-70-167-171-251
Lourenco Marques, Moz.	LUM	74-106-108-216- 239	Marble Bar, Australia	MBB	32	Minsk, U. S. S. R.	MOT	86
Luanda, Angola	LAD	26-107-194-239	Marfa-Alpine, Tex.	MRF	230	Miranda, Australia	MSQ	79
Lubbock, Tex.	LBB	56-99-184	Marianna, Fla.	MAI	163	Mirrored, Finist, Australia	MNA	48
Lucknow, India	LKO	27	Marihamn, Finland	MHQ	4	Mitavet, Australia	MNP	98
Lufkin, Tex.	LPK	230	Marietta, Ohio	PKB	89-41-183	Misawa, Japan	MSJ	130A
Lulea, Sweden	LLA	197	Mariolla, Brazil	MRL	247	Miskolc, Hungary	MCQ	158A
Lulubourg, Belgian Congo	LLB	194	Marinette, Wis.	MNM	167	Missoula, Mont.	MSO	171
Lumbo, Mozambique	LMB	106-108	Maringa, Brazil	MGP	190-247	Mitchell, Australia	MTQ	86
Lusaka, No. Rhodesia	LUN	33A-74-125-216	Marion, Ohio	MNN	134	Mitchell River, Australia	MXQ	48
Luxembourg,	LUX	26-194	Mariquita, Colombia	MQU	49	Mitchell, S. D.	MHE	56
Luxor, Egypt	LXR	161	Marcou, Cameroun	MVR	26-242	Mitzic, Fr. Equat.	MZC	26
Lwow, Poland	LWO	79	Marquette, Mich.	MQT	167	Moanda, Belg. Congo	MNR	194
Lydda, Israel	LYA	26-62-102A-111- 133-150-194-197- 221-231	Marrakech, Fr. Morocco	RAK	23A-28A	Mobile, Ala.	MOB	70-110-165-218
Lynchburg, Va.	LYH	183	Marseille, France	MRS	22-23-23A-26- 28A-48A-239R	Moambimba de Praia, Mozambique	MZB	106
Lynn Lake, Manitoba	YYL	69-76	Mashate, Philippines Islands	MRT	182	Modesto, Calif.	MOD	244
Lyon, France	LYS	23-23A-26-28A	Mason City, Iowa	MCW	86	Mossew Harbour, New Guinea	MEW	187
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Maastricht, Netherlands	MST	194	Masena, N. Y.	MSS	80	Mogadishu, Italian Somaliland	MGO	1-38
Macapa, Brazil	MCP	202	Matadi, Belgian Congo	MAT	194	Moheli, Is. Comores	NWA	26
Maceio, Brazil	MCZ	57-113-152A-181- 190-202-237	Matamoros, Mex.	MAM	56-110-179	Moinsil, Fr. Equat.		
Machado, Brazil	MCH	237	Mati, Phillipine Is.	MXI	182	Africa	MOJ	26
Mackay, Australia	MKY	43-48-227	Maturin, Venezuela	MUN	192	Moanda, Belg. Congo	MNR	194
Macon, Ga.	MCN	105-110	Mauai-Kahului, Hawaii	OGG	128-220	Mobile, Ala.	MOB	70-110-165-218
Madang, New Guinea	MAG	119A-156A-187	Maui-Hana, Hawaii	HNM	123	Mocimba de Praia, Mozambique	MZB	106
Madison, Wis.	MSN	167-171	Mauritius, Ind. Ocean	MRU	26-187	Modesto, Calif.	MOD	244
Madras, India	MAA	24-27	Maumere, Indonesia	MOF	197	Mossew Harbour, New Guinea	MEW	187
Madrid, Spain	MAD	8-23A-26-28A- Garcia Morato Airport	Mazatlan, Puerto Rico	MAZ	71	Mogadishu, Italian Somaliland	MGO	1-38
48A-49-60-90-126- 133-143-181-194- 197-221-231-239			Mayaguez, Ciba	MIG	66	Moheli, Is. Comores	NWA	26
Mafra, East Africa	MFA	108	Mayo, Yuk. Terr.	YMA	69	Monbi, Liberia	MLW	26-179
Mafra, Brazil	MFZ	202	Mayumba, Fr. Equat.	MYB	26	Monte Alegre, Brazil	MTE	181-202
Magangue, Colombia	MGN	49	Mazatlan, Mex.	MZT	10-64	Monte Carmelo, Brazil	MOO	287
Magdalena, Bolivia	MGD	151	Mbeva, Tanganyika	MBI	74-108	Monte Caseros, Argentina	MCS	8
Magnolia, Ark.	AGO	230	McAlester, Okla.	MLC	75	Monte Carlos, Brazil	MOC	237
Mahanoro, Madagascar	VVB	26	McAllen-Edinburg, Tex.	MMK	230	Montezuma Bay, Jamaica	MOC	237
Maiduguri, Nigeria	MIU	248	McCall, Ida.	MYL	240	Brit. West Indies	MBJ	48-62-63-105- 179-228
Maintirano, Madag.	MXT	26	McCarthy, Alaska	MYX	101	Montelhan, Colombia	MTB	49
Maiquetia, Venezuela	MIQ	20-26-38-57-63- 105-126-133-143- 179-222	MacDonald Downs, Australia	MNW	98	Montgomery, Calif.	MRV	210
Majunga, Madag.	MJN	26	McGrath, Alaska	MCC	35-189	Montevideo, Colombia	MOY	49
Makakou, Fr. Equat.	MKU	26	McKinley, Alaska	MPK	69	Montevideo, Uruguay	MVD	113-126-133-141- 179-181-186-190- 197
Makassar, Indonesia	MSR	127	Medellin, Colombia	MDE	127-156	Montreal, Quebec, Canada	YML	26-62-69-80-133- 168-228
Makonkou, Fr. Equat.	MKJ	26	Medford, Ore.	MFR	49-179-244A	Montrose, Colo.	MVS	119
Malacca, Malaya	MKZ	156	Medfra, Alaska	MDR	169	Montgomery, Ala.	MGM	105-110
Malaga, Spain	AGP	126	Medicine Hat, Alta.	YXH	928	Montpelier, France	MPL	28
Malakal, Anglo-Egyptian Sudan	MAK	220	Meekatharra, Australia	MKR	52	Montpellier, Vt.	MPV	168
Malatya, Turkey	MLX	241	Meknes, Fr. Morocco	MDK	8-141	Montreal, Quebec, Canada	YML	26-62-69-80-133- 168-228
Malibyalay, Philippines Islands	MBV	182	Mekoryuk, Alaska	MYU	169	Montross, Colo.	MTJ	119
Malmo, Sweden	MMA	197	Melbourne, Australia	MLB	110	Mone Jaw, Sask.	YMJ	69
Malone, N. Y.	MAL	80	Memphis, Tenn.	MEM	41-56-70-105- 110-218-230	Montefano, Madag.	TVA	26
Malta, Med. Sea	MLA	23A-60-74-125	Menado, Celebes, Indo.	MDC	127	Morehead City, N. C.	MRH	183
Mambane, Mozambique	MBM	106	Mendoza, Arzentina	MDZ	8-141	Morelia, Mex.	MLM	10
Managua, Nicaragua	MGA	133-144-145-179- 222-230	Menominee, Mich.	MNM	167	Morgantown, W. Va.	MGW	70
Manakara, Madag.	WVK	26	Merauke, New Guinea	MKQ	133	Mororobe, Madag.	MXM	26
Mananjary, Madag.	MNJ	26	Merced, Calif.	MCE	244	Morondava, Madag.	MOQ	26
Manaos, Brazil	MAO	152A-181-202	Mergui, Burma	MGZ	243	Moreni, Grande Comore	YVA	26
Manchester, England	MAN	2-26-60-62-125- 133-194-221	Merida, Mex.	MID	94-179	Morrinhos, Brasil	MRR	237
Manchester, N. H.	MHT	168	Merida, Venezuela	MRD	20-143			
Mandaguari, Brazil	MGJ	190-247	Meridian, Miss.	MEI	105			
Mandalay, Burma	MDL	243	Merowee, Anglo-Egyptian Sudan	MWE	220			
Mandora, Australia	MQA	154						

City	Code	Airlines (See Key)	City	Code	Airlines (See Key)	City	Code	Airlines (See Key)
Moscow, U. S. S. R.	MOW	79	New York, N. Y.	LGA	B-36-59-41-49-62- 80-110-111-118-	Paducah, Ky.	PUK	105-174
Moss Lake, Wash.	EPH	249	LaGuardia Airport		128-133-143-150- 152-162-163-165- 168-171-179-192- 198-194-197-206- 221-223-231-244	Pala, French Equat.	PLF	26-242
Moss Point, Alaska	MOS	85	N'Gaoundere, Camaroun	NGE	26-242	Africa	PLM	127-156
Moshi, Tanganyika	MSI	105	Nha-Trang, Indo-China	NHA	81A	Palimbang, Sumatra	PMO	150
Mosamedes, Angola	MSZ	107	Niagara Falls, N. Y.	GFS	89-41-70-102	Palermo, Sicily		
Mossooro, Brasil	MSD	112A-181-202	Niamey, Fr. West	NIM	16	Palma Majora, Bal. Is. (Sp)	PMI	23-26-48A- 60-125
Monul, Iraq	OSM	130	Nice, France	NCE	23A-26-28A-85- 60-133-150-179- 197-221-240-242	Palmarito, Venezuela	PMT	143
Mouila, Fr. Equat.			Nicholson, Australia	NLS	98-154	Palmerston, N. N. Z.	PMR	166
Moutirin, Ga.	MJL	26-242	Nicosia, Cyprus	NCY	27B-60-F2A- 111-159-224-241	Palm Springs, Calif.	PSP	251
Moundou, Fr. Equat.	MGR	218	Nicoya, Costa Rica	NCT	144	Panama City, Fla.	PFN	168
Africa	MQQ	26-242	Nikolai, Alaska	NKI	169	Panama City, Panama	PTY	13-49-56-98-133- 148-144-179-180- 222-244A
Mc Cavengh,	MKV	98	Nimingarra, Australia	NMN	154	Pangkajene, Indo.	PGK	127
Australia			Nilnichik, Alaska	NIN	175	Pantelleria, Italy	PNL	150
Mt. Doreen,	MEE	98	Nioko, Belgian Congo	NIO	194	Papeete, Fr. Oceania	PPT	188
Australia			Nogales, Ariz.	NOG	10	Paramaribo, Surinam	PBM	26-128-179
Mt. Gambier,	MGB	48	Nogales, Mex.	NOG	10	Paranaval, Brasil	PVI	190-202
Mt. House, Australia	MHO	184	Nome, Alaska	OME	85-179-253	Parana, Argentina	PRA	8
Mt. Isa, Australia	ISA	98-227	Nondalton, Alaska	NNN	169	Pardo, Australia	PRD	154
Mt. Magnet, Australia	MMG	82	Noonkanbah, Australia	NKB	154	Parintins, Brazil	PIN	181
Mt. Swan, Australia	MSF	98	Norfolk Is., South Pacific	NLK	166-187	Paris, France	PAR	2-4-8-22-23-23A- 26-27-28A-38- 48A-60-111-125- 126-182-183-150- 179-181-186-194- 197-221-224-228- 281-239-239B-242
Mountain Village,			Norfolk, Neb.	OFK	56	Paris, Tex.	PRX	75
Alaska	MOU	25-169	Norfolk, Va.	ORF	70-168-188	Parkersburg, W. Va.	PRK	89-41
Mousoro, Fr. Equat.			Normanton, Australia	NTN	48-227	Parkes, Australia	PKE	
Africa	MXR	26	Norman Wells, N. W. T.	YVQ	69	Parnaiba, Brazil	PHB	87-112A-181-202
Mozambique,			Norseman, Australia	NSM	82	Parra, Mex.	PAL	10
Mozambique	MQZ	106-108	North Battleford, Sask.	YQW	69	Parrita, Costa Rica	PTA	144
Mpanda, Tanganyika	MPD	108	North Bay, Ontario, Canada	YYB	228	Pasco, Wash.	PSC	249
Mtware, Tanganyika	MYW	108	North Bend, Ore.	OTH	249	Paso Los Libres, Argentina	AOL	H
Mucoso, Australia	MUQ	154	North East Cape, Alaska	OHC	26	Passo Fundo, Brasil	PFB	118-202-210
Mukalla, Hedramaut	MKX	1	North Platte, Neb.	LBF	244	Passos, Brasil	PZZ	190-237
Mulhouse, France	MLH	23-26	Nossi-Bé, Madag. Nosy Be, Madagascar	NOS	26	Patna, India	PAT	27
Mulye, Australia	MYI	154	Noumea, North Caledonia	NOU	26-187	Patos, Brasil	PTQ	287
Munich, Germany	MUC	26-60-107A-182- 188-150-179-194- 197-221	Nova Lisboa, Angola	NOV	107	Patrocinio, Brazil	PCX	237
Muscle Shoals, Ala.	MSL	110	Nova Redondo, Angola	NDD	107	Pau, France	PUP	26
Muskogee, Mich.	MKG	70	Nueve Casas Grandes, Mex.	NCG	10	Paulo Alfonso, Brazil	PAV	112A-190
Muskogee, Okla.	MKO	86-75	Nueva Gerona, Cuba	NVG	17	Pawtucket, R. I.	SPZ	165
Mumoso, Tanganyika	MUZ	108	Nuevo Laredo, Mex.	NLD	86-94	Pax, Alaska	PAX	101
Mutara,			Nueva Octopque, Honduras	NVO	200	Pax de Airoproro, Colombia	PZA	49
Mozambique	MUW	108	Nulato, Alaska	NUL	85-169	Peace River, Alta.	YPE	69
Mwanza, Tanganyika	MWZ	108	Nullagine, Australia	NLL	82	Pecos, Tex.	PRQ	236
Myrondale, Australia	MYO	154	Nunachuk, Alaska	NUA	169	Pedra Azul, Brazil	PDA	287
Mytine Beach, B. C.	MYR	188	Nunapitchuk, Alaska	NUP	169	Pedro Afonso, Brasil	PAB	87
Mytilene, Greece	MJT	224	Nuremberg, Germany	NUE	26-188-194-197	Pedro Bay, Alaska	PED	169
Mzimba, Nyas	MZY	74	Nutwood Downs, Australia	NDT	98	Peixe, Brasil	PXE	202
N								
Nachingwea, Tangier	NCH	108	North East Cape, Australia	NDT	98	Pekine (Peipang), China	PEP	79
Naga, Philippine Is.	NPI	182	North Platte, Neb.	NYA	169	Pelican, Alaska	PEC	86
Nago, Japan	NGO	130A	Nyack, Alaska	NYA	169	Pelotas, Brasil	PET	118-202-210
Nagpur, India	NAG	27	Nyngan, Australia	NYN	65	Pembra Is., Zanzibar	PMA	108
Nairobi, Kenya	NBO	1-26-27-32A-62- 74-108-111-114- 125-194-197-216	N'Zerekore, French West Africa	NZE	26-242	Penang, Straits Settlement	PEN	156-204-243
Naknek-King Salmon, Alaska	AKN	58-169-175	Oakey, Australia	OKY	189A-227	Pendleton, Ore.	PDT	244-249
Nandi, Fiji Islands	NAN	69-115A-170- 187-228	Oakland, Calif.	OAK	41-118-206-219- 231-244-251	Penedo, Brasil	PNW	113
Nantes, France	NTE	26	Oaxaca, Mex.	OAX	94	Penascola, Fla.	PNS	110-168
Nantucket, Mass.	ACK	168	Obidos, Brasil	OBI	181	Pentiction,		
Narampata, Alaska	NPM	189	Ocalia, Fla.	OAL	110	British Columbia, Canada	VYP	68
Napier, N. Z.	NPE	186	Ogden, Utah	OGD	244-251	Penzance, England	VZC	60
Naples, Italy	NAP	60-180-194	Ohogamute, Alaska	OHO	169	Perry, Ill.	PIA	41-174-231
Napperby, Australia	NPP	98	Ohrid, Yugoslavia	OHD	182	Pereira, Colombia	PET	49
Narrandera, Australia	NRA	48-65	Okinawa, Ryuku Is.	OKA	78A-180A-171-182	Pernigan, France	PFG	28-28A-28A
Nashville, Tenn.	RNA	41-110	Oklahoma City, Okla.	OKC	41-56-75-99	Perth, Australia	PER	52-48-154-187-227
Nassau, Bahama Is.	NAS	51-62-155-170- 192-228	Olanchito, Honduras	OAN	200	Peshawar, Pakistan	PFW	177
Natal, Brasil	NAT	8-87-112A-118- 126-152A-181-202	Olbia, Italy	OLB	150	Petersburg, Alaska	PSG	86-112
Natches, Miss.	NTZ	218	Olympia, Wash.	OLM	249	Petoskey, Mich.	PLN	70
Natividade, Brasil	NAV	202	Omaha, Neb.	OMA	86-244	Philadelphia, Pa.	PHL	89-41-70-80-110- 118-163-179-192- 205-231-244
Navajo, Mex.	NVJ	10	Ontario, Calif.	ONT	251	Philippeville, Algeria	PPL	28-26-240
Ndola, No. Rhodesia	NDQ	88A-74-125-194	Ontario, Ore.	ONO	249	Phoenix, Ariz.	PHX	41-54-119-231
Nelva, Colombia	NVA	49	Ophir, Alaska	OPH	35-169	Piiamut, Alaska	PMU	85-169
Nellie Juan, Alaska	NEU	101	Oran, Algiers	ORN	23-23A-26- 28A-48A	Piana, Brasil	PIJ	202
Nelson, N. Z.	NSW	166	Orange, Mass.	ORE	169	Pickle Lake, Ontario, Canada	YPL	76
Nenana, Alaska	ENN	25-189	Orlando, Fla.	ORL	110-163	Pierre, S. D.	PIR	251
Neuquen, Argentina	QNQ	8	Orobo, Bolivia	ORU	151-180	Pillar Bay, Alaska	PBY	86
Newark, N. J.	EWR	89-41-110-119- 162-168-165-208- 231-244	Oshkosh, Wis.	OSH	167	Pilot Point, Alaska	PIP	58-189
New Bedford, Mass.	EWB	188	Oulu, Norway	OSL	85-90-125-128- 179-194-197	Pilot Station, Alaska	POJ	88-189
New Bern, N. C.	EWN	183-188	Ottawa, Ontario, Canada	YOW	80-228	Pine Bluff, Ark.	PBF	230
Newcastle, Australia	NTI	227	Ottumwa, Iowa	OTM	88	Pirajá, Brasil	PJU	202
Newcastle, England	NCL	60-125	Owatsonna, Minn.	OWA	56	Pirapora, Brasil	PPR	237
New Glasgow, Nova Scotia	MNG	187	Oxnard, Calif.	OXR	219	Pires do Rio, Brasil	PDY	202-237
New Haven, Conn.	NHV	41-110				Pisa, Italy	PSA	150
New Haven, Conn.	LFT	110				Pittsburgh, Pa., Allegheny County Airport	AGC	89-70-110-134- 171-205-231
New London, Conn.	GON	188				Pittsburgh, Pa., Greater Pittsburgh Airport	PIT	89-70-110-134- 171-205-231
New Orleans, La.	MSY	88-70-105-110- 168-170-218-222				Pittsfield, Mass.	PSF	162-168
New Philadelphia	PHD					Piumi, Brasil	PUV	237
New Plymouth, N. Z.	NPL	186				Piura, Peru	PIU	91
Newport News, Va.	NNW	70-183				Plainview, Tex.	PVW	99
Newry, Australia	NRY	98				Planets Rica, Colombia	PLC	49
New York, N. Y. (Idlewild)	IDL	8-26-39-41-49-62- 80-110-111-118- 128-138-148-158- 162-162-168-168- 169-171-179-192- 193-194-197-206- 221-228-231-244				Platinum, Alaska	PTU	85-169
						Plato, Colombia	PLT	49

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Plattsburgh, N. Y.	PLB	80	Providence, R. I.	PVD	41-110-118-188- 200-244	Rockford, Ill.	RFD	56-174
Phnom-Penh, Indo-China	PNH	21A-204	Pucalipa, Peru	PCL	91	Rockhampton, Australia	ROK	48-187-189A-227
Pocatello, Ida.	PIH	249-251	Pueblo, Colo.	PUB	98-119	Rockhampton D., Australia	RDA	88
Pocos de Caldas, Brazil	PCS	181-237	Puerto Cabezas,	PUZ	145	Rockland, Me.	RKD	168
Point Baker, Alaska	PYR	86	Nicaragua	PBL	20-221A	Rock Sound, Bahama Is.	RSD	51
Pointe à Pitre, Guadalupe	PTO	26-63-123-179	Puerto Cabello, Car- bobo, Venezuela	PUE	200	Rock Springs, Wyo.	RKS	119
Pointe Noire, French East Africa	PNR	26-107-242	Puerto Cortez, Honduras	PUD	8	Rocky Mount, N. C.	RMT	70
Ponca City, Oklahoma	PNC	75	Puerto Desedo, Argentina	LGM	49	Roebourne, Australia	RBU	82-164
Ponce, Puerto Rico	PSE	71	Puerto Leguizamo, Col.	PZO	20-143	Rome, Australia	RMA	227
Ponta Grossa, Brazil	PGZ	190-202	Puerto Ordaz, Venezuela	PRP	92	Rome, Ga.	RMG	110
Ponta Forn, Brazil	PMG	190-237	Puerto Plata, Dom. Rep.	PPS	182	Rome, Italy	ROM	8-26-27-88-60-63- 111-186-138-143- 150-179-181-187- 194-197-216-221- 224-231-240
Pontianak, Borneo	PNK	127	Puerto Princess, Phil. Is.	FPS	182	Ronne, Denmark	RNN	197
Pool, England	PLE	2-8-26-27-33A- 38-60-62-74-107A- 111-125-126-133- 143-179-181-187- 194-197-216-221- 224-228-231-239	Puerto Suarez,	PSZ	180	Roper Bar, Australia	RPB	88
Poona, India	PNO	27	Bolivia	PUY	132	Roper R. Mission, Australia	RPM	98
Poorman, Alaska	POO	169	Pule, Yugoslavia	PUW	249	Roper Valley, Australia	RPV	98
Popayan, Colombia	PPN	49	Pullman, Wash.	PUQ	8-141	Rosario, Argentina	ROS	8
Porbander, India	PBD	27	Punta Arenas, Chile	FUS	132A-171	Rosario, Brazil	RSR	118
Portecatu, Brazil	PCW	190-202	Pusan, Korea	UAR	113	Roseburg, Ore.	RRG	249
Porlamar, Venezuela	PMV	20-143-222	Q	XQB	69	Roswell, N. M.	ROW	99
Porquis, Ontario, Canada	YQJ	228	Quare, Brazil	QUE	106	Rotorua, N. Z.	ROT	186
Port Alexander, Alaska	POX	38-112	Quebec, Quebec, Canada	QUEMEL	74	Rotterdam, The Netherlands	RTM	104
Port Angeles, Washington	CLM	249	Quemuel, British Columbia	YQZ	49	Rottnest Is., Australia	RTS	88
Port Armstrong, Alaska	PTM	36	Quelchmane, Mazam.	UEL	106	Rouyn-Noranda, Quebec, Canada	RYU	69
Port au Prince, Haiti	PAP	90-101A-105- 188-179-192	Que Que, So. Rhodesia	UEQ	106	Roxas, Phil. Islands	RXS	182
Port Conclusion, Alaska	PXU	86	Quibdo, Colombia	UIB	49	Roy Hill, Australia	RHL	82
Port Elizabeth, So. Africa	PLZ	216	Quilpie, Australia	ULP	227	Ruby, Alaska	RBY	169
Port Etienne, Mauri- tania, French West Africa	PTE	26	Quincey, Ill.	UIN	56-174-231	Rurrenabaque, Bolivia	RBQ	151
Port Gentil, Angola	POG	26-242	Quinimak, Alaska	UNH	85-169	Russian Mission, Alaska	RSH	86-168
Port Harcourt, Nigeria	PHC	248	Quito, Ecuador	UIO	49-180	Rutland Plains, Australia	RTP	48
Port Hardy, British Columbia	YZT	69	R	UPE	113	Rutland, Vt.	RUT	80-188
Port Hedland, Australia	PHE	82-154	Rabat, French Morocco	RBA	23A-26-28A	S		
Port Heiden, Alaska	PTH	169-191	Rabaul, New Guinea	RAB	156A-187	Sacramento, Calif.	SAC	219-244
Portland, Me.	PWM	168-205	Rajot, India	RAJ	27	Safford, Ariz.	SAD	119
Portland, Ore.	PDX	88-118-171-175- 179-244-249-251	Raleigh, N. C.	RDU	70-110-188	Saginaw Bay, Alaska	SWB	86
Port Lincoln, Australia	PLO	122	Ranau, North Borneo	RNU	156	Saginaw-Bay City- Mich.	SGW	70
Port Moreby, New Guinea	POM	119A-156A-187- 8-57-118-179-	Rancharia, Brasil	RRA	190	Saguenay, Quebec, Canada	YSH	69
Porto Alegre, Brazil	POA	181-186-190-202- 210-231A-247	Rangoon, Burma	RGN	27-82-133-178- 179-197-204-248	Saigon, Fr. Indo-China	SGN	22-26-81A-83- 72-179-204-289B
Porto Alexandre, Angola	PLX	107	Rapid City, S. D.	RAP	251	St. Cloud, Minn.	STC	167
Porto Amboin, Angola	PBM	107	Rawalpindi, Pakistan	RWP	178	St. Croix, Virgin Is.	STX	71-179
Porto Amelia, Mozambique	POL	106	Rawlinns, Wyo.	RWL	119	St. George, Australia	SGO	65-189A
Porto Nacional, Brazil	PNB	57-202	Reading, Pa.	RDG	70-80-281	St. George, Grenada, BWI	GND	81-83
Porto Velho, Brazil	PVH	181-202	Recife, Brazil	REC	88-87-112A-118- 138-152A-181-190- 197-202-221-287	St. John, New Brunswick	YSJ	157-228
Port of Spain, Trinidad, BWI	POS	8-26-57-61- 62-68-123- 148-170-228	Red Bluff, Calif.	RRL	219	St. John, Antigua	SJH	26-63-179
Port Pirie, Australia	PPI	122	Redding, Calif.	RDD	219	St. John, Newfoundland	YYT	157-228
Port Sudan, Sudan	PZU	1-102A-114-161- 196-220	Red Lake, Ontario, Canada	YRL	76	St. Joseph, Mo.	STJ	66
Port Walter, Alaska	PWR	86	Regina, Sask.	YQR	69-228	St. Kitts, B. W. I.	SKE	68-133
Portzman, Poland	POZ	185	Rehoboth Beach, Del.	REH	90	St. Louis, Mo.	SLT	41-56-105-110- 174-205-231
Posadas, Argentina	PSS	8	Remanso, Brazil	RSO	237	St. Lucia, B. W. I.	SLU	61-63
Potosi, Bolivia	POI	181	Remark, Australia	RMK	122	St. Martin's Isle, N. W. I.	SXM	26-128
Powell, Wyo.	POY	80	Reno, Nev.	RNO	84-244	St. Michael, Alaska	RMK	85
Poxoren, Brazil	PXR	237	Resistencia, Argentina	RES	9	St. Paul, Alaska	RNP	191
Prague, Czechoslovakia	PRG	26-77-79-128- 158A-185-194- 221-222A	Resolution, N. W. T.	JRE	69	St. Paul, Minn.	MSP	56-70-167-171-251
Prescott, Ariz.	PRC	54-119	Reunion Is., Indian Ocean	RUN	98	St. Petersburg, Clearwater, Fla.	PIE	110-228-237
Pres. Prudente, Brazil	PPB	190-247	Reykjavik, Iceland	REK	117-152	St. Thomas, Virgin Is.	STT	71-179
Pres. Raems Pens, Argentina	PRQ	8	Rhinelander, Wis.	RHI	167	St. Vincent.		61
Presidente Venceslau, Brazil	PWC	180	Rhodes Island, Greece	RHO	224	Windward Is.	SVD	244
Presque Isle, Me.	PQI	169	Riberalta, Bolivia	RIB	181	Salem, Ore.	SLE	244
Preston, Cuba	PST	86	Ribeirao Preto, Brazil	RAO	190-247	Salina, Kan.	SLN	99
Prestwick, Scotland	PIK	62-170-197-228	Richmond, Australia	RCM	227	Salima, Nyas	AIM	74
Pretoria, South Africa	PRY	62-74-106-111- 188-179-187-194- 197-216-242	Richmond, Ind.	RID	174	Salinas, Calif.	SNS	244
Prince Albert, Sask.	YPA	69-195A	Ricaneana, No. Ireland	RNA	1-138-150-179- 194-221-228-291	Salisbury, Md.	SBY	89
Prince George, British Columbia	YXS	89	Rijeka, Yugoslavia	RJK	189	Salisbury, So. Rhodesia	SAY	83A-74-106- 198-126
Prince Rupert, British Columbia	YPR	69-112	Rio Branco, Brasil	RBR	202	Sai Island, Cape Verde Is.	SID	28-128
Progresso, Honduras	PEO	209	Rio Cuarto, Argentina	RCU	8	Salonica, Greece	SKG	182-224
Providence, Mass.	YPV	69	Rio de Janeiro,	RIO	113-128-133- 152A-179-181- 190-197-202-221- 281A-287-247	Salta, Argentina	SLA	8
Rio Gallegos, Argent.	RGL	8-141	Rio Grande, Argentina	RGA	113-202-210	Salt Lake City, Utah	SLC	118-119-244-251
Rio Grande, Brazil	RGR	9	Rio Hacha, Colombia	RCH	49	Salzburg, Austria	SZG	183-194
Rio Preta, Brasil	RPQ	190	Rio Preto, Brasil	RIZ	287	Samarai, N. Guines	SIW	187
Rio Verde, Brasil	RIV	119	Riverton, Wyo.	RIW	119	Sambava, Madag.	RVB	26
Riyani, Aden, Prot.	RIY	1	Riyan, Aden, Prot.	ROA	41-110-183	San Angelo, Tex.	EJT	99-230
Roanoke, Va.	ROA	26-179	Robertsfeld, Liberia	ROB	26-179	San Antonio, Tex.	SAT	41-56-99-110- 205-230
Robleito, Venezuela	ROZ	20-148-221A	Robore, Bolivia	RBO	180-202	San Antonio, Venezuela	SVZ	20-148-221A
Rochester, Minn.	RST	86-171-251	Rochester, Minn.	ROC	41-70-118-162	San Bernardino, Calif.	SBT	251
Rochester, N. Y.	ROC	72-156	Rochester, N. Y.	ROC	72-156	San Boris, Bolivia	SRJ	181
Sandakan,						Sandakan,		
Br. North Borneo	SDK					Br. North Borneo	SDK	

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San Diego, Calif.	SAN	41-54-99-110-205-230	Savoonga, Alaska	SVA	35	Sumbawa, Indonesia	SWQ	121	
Sandspit, British Columbia	YZP	69	Scammon Bay, Alaska	SCM	169	Summerside, P. E. I.	YSU	161	
San Esteban, Honduras	SET	200	Scotland, N. E.	SCT	244-251	Surabaja, Indonesia	USM	36	
San Felix, Venezuela	SFX	143	Seattle-Tacoma, Wash.	BFI	85-118-171-173- (Boeing Field)	179-228-244-	Summit, Alaska	SUB	121
San Fernando, Venezuela	SFD	143-221A	Seattle-Tacoma, Wash.	SEA	249-251	Suva, Fiji Islands	SUV	115A-179-187-233	
San Francisco, Calif.	SFO	41-115-130A-179-205-219-231-244-251	(Seattle-Tacoma Airport)		179-228-244	Swan Hill, Australia	SWH	48	
San Francisco, Honduras	SFH	200	Scranton, Pa.	AVP	249-251	Sweetwater, Tex.	SWW	99	
San Ignacio de Vallenec, Bolivia	SNG	151-189	Segou, French Sudan	SZU	250	Swift Current, Sask.	YYN	228	
San Isidro, Costa Rica	SIS	144	Selma, Ala.	SES	105	Sydney, Australia	SYD	43-48-62-65-69- 109-138-179-187- 189A-223-227	
San Javier, Bolivia	SJV	151	Semarang, Java	SRG	127	Sydney, Nova Scotia	YQY	223	
San Losquin, Bolivia	SJB	151	Senanga, No. Rhodesia	SXG	74	Syracuse, N. Y.	SYR	41-80-162	
San Jose, Bolivia	SJB	151	Seoul, Korea	SEL	79A-132A-171	Szczecin, Poland	SZZ	185	
San Jose, Calif.	EJC	190-202	Seven Islands, Quebec, Canada	SYQ	74	Szombathely, Hungary	SZO	158A	
San Jose, Costa Rica	SJO	133-144-145-179-222	Seville, Spain	SVQ	48A-126	T			
San Jose del Guaviaro, Bolivia	SJE	49	Seward, Alaska	SRD	101	Tableland, Australia	TKL	154	
San Jose, Phil. Islands	SJL	152	Sfax, Tunisia	SFA	240	Tabora, Tanganyika	TBO	74-108	
San Juan, Argentine	UAQ	8	Shabani, So. Rhodesia	SYJ	74	Tabriz, Iran	TBZ	129	
San Juan, Puerto Rico	SJU	26-68-71-92-105- 110-126-179	Shagluk, Alaska	SHX	35	Tacloban, Phil. Islands	TAC	182	
San Julian, Argentina	ULA	8	Shaktoolik, Alaska	SKK	35	Tacna, Peru	TCQ	91	
San Luis, Argentina	LUQ	8-147	Shannon, Ireland	SNN	1-123-150-179- 194-221-228-231	Tacoma, Wash.	SEA	85-118-171- 178-179-228- 244-249-251	
San Luis de Palenque, Colombia	SQE	49	Sharjah, Oman, Arabia	SHJ	123A	Tagbilaran, Phil. Is.	TAG	182	
San Luis Obispo, Calif.	SBP	219	Shawnee, Okla.	SHW	75	Taguantinga, Brazil	TGX	202	
San Luis Potosi, Mex.	SLP	10	Sheldon Point, Alaska	SXP	35	Tainan, Formosa	TKN	79A	
San Marcos, Colombia	SRS	49	Sheridan, Wyo.	SYA	191	Taipei, China	TPE	79A-124A-171- 182-204	
San Pedro Sula, Honduras	SAP	200-237	Shibong, India	SHR	251	Taiping, Malaya	TPG	156	
San Rafael, Argentina	AFA	8	Shiraz, Iran	SYZ	27	Takoradi, Gold Coast	TKD	248	
San Salvador, Salvador	SAL	179-222-237	Shivarpur, La.	SHV	56-105-230	Takotna, Alaska	TCT	85-169	
Santa Ana, Bolivia	SBL	151	Sibiu, Romania	SRZ	222A	Talara, Peru	TYL	91-180	
Santa Ana, Calif.	SNA	54	Sibiu, Sarawak	SBW	156	Taleana, New Guinea	TLW	187	
Santa Barbara Barinas, Venezuela	SSB	20-221A	Sidi Ifni, Rio de Oro	SID	126	Talkeetna, Alaska	TKA	35	
Santa Barbara, Calif.	SBA	219	Siem Reap, Indo-China	REP	31A	Tallahasse, Fla.	TLH	110-163	
Santa Barbara, Honduras	SZB	200	Silva, Porto, Angelo	SVP	107	Tamale, Gold Coast	TML	248	
Santa Barbara, Monagas, Venezuela	SBR	20-221A	Silver City, N. M.	SVC	110	Tamatave, Madag.	TMM	26	
Santa Clara, Cuba	SNU	90	Simpson, Mack.	YSN	69	Tampa, Fla.	TPA	110-163-228	
Santa Cruz, Argentina	RZA	8	Singapore,			Tampico, Mex.	TAM	94-179	
Santa Cruz, Bolivia	SRZ	8-151-180-202	Strts. Settlement		SIN 27-62-72-127-128- 156-179-187-245	Tamworth, Australia	TMW	109	
Santa Cruz de Tenerife, Canary Islands	SZC	144	Singkoper, Indonesia	SIQ	127	Tanami, Alaska	TAL	169-253	
Santa de Bandiers, Angola	SKZ	27-62-187-231	Sinzora, Thailand	SGZ	204	Tanararive, Madag.	TNR	22-26-239B	
Santa Elena, Venezuela	SDD	107	Sioux City, Iowa	SUX	56	Tanjungpandan, Indonesia	TJQ	127	
Santa Fe, N. M.	SNV	145	Sioux Falls, S. D.	SUJ	56	Tanga, Tanganyika	TGT	108	
Santa Isabel, S. Guiana	SAF	99-231	Sioux Lookout, Ontario, Canada	YXL	76	Tanger, Morocco	TNG	28A-26-28A- 120-126-239	
Santa Maria, Azores	SMA	26-49-90-126-181- 143-179-209	Sitiawan, Malaya	SXN	156	Tapachula, Mex.	TAP	94-179	
Santa Maria, Brazil	RIA	113	Sitka, Alaska	SIT	36-112	Tapuruquara, S. I.			
Santa Maria, Calif.	SMX	219	Situna, Nicaragua	SIU	145	Brazil	TPU	181	
Santander, Spain	SDR	48A	Skgway, Alaska	SGY	36	Taracua, Brazil	TAJ	181	
Santarem, Brazil	STM	152A-181-202	Skopje, Yugoslavia	SKP	132	Tarakan, Borneo	TRK	127	
Santa Rosa, Argentina	RSA	8-147	Sorong, New Guinea	SOO	133	Tarauaca, Brasil	TRQ	202	
Santa Rosa, Calif.	STS	219	Soroti, Uganda	SZI	10*	Tarija, Bolivia	TJA	151	
Santa Rosa, Honduras	SRH	200	Southampton, England	SOU	60	Tartagal, Argentina	TTG	8	
Santa Victoria, Brazil	CTQ	118	South Bend, Ind.	SBN	41-118-184-205- 231-244	Tatline, Alaska	TIL	35	
Santiago, Chile	SCL	8-183-141-180- 181-197	Southern Pines, N. C.	SOP	183	Tatly, Alaska	TEK	101	
Santiago, Cuba	SCU	90	So. Highland,			Tawau, No. Borneo	TWU	166	
Santiago de Compostelas, Spain	SCQ	48A-126	Tanganyika	SHS	108	Africa	TCH	26-242	
Santo Angelo, Brasil	GEL	113	Souza, Brazil	SWZ	112A	Teffe, Brazil	TFF	181	
Santo Anto. do Zaire, Angola	SZA	107	Spanish Wells,			Tegucigalpa, Honduras	TGU	179-200-222-237	
Santo Antonio de Ica, Brazil	SIC	181	Bahamas	SWL	51	Teheran, Iran	THR	26-129-130-133- 150-197	
Santo Domingo, Venezuela	STD	143	Spartansburg, S. C.	SPA	105-110-218	Telefomin, New Guinea	TFM	119A	
San Tome, Venezuela	SOM	20	Sperrfish, S. D.	SPF	281	Tela, Honduras	TEA	200	
Santos, Brazil	SSZ	113-190-231A	Split, Yugoslavia	SPU	182	Tel Aviv, Israel	TLV	26-82-102A-111- 133-160-194- 197-221-231	
Sao Borja, Brazil	SRQ	113	Spokane, Wash.	GEG	171-244-249	Teller, Alaska	TLA	35	
Sao Gabriel, Brazil	SJL	113	Springfield, Ill.	SPI	41-174	Temerloh, Malaya	TZO	156	
Sao Joaquim de Barras, Brazil	SJK	202	(Barnes Field)	BAP	182	Templique, Costa Rica	TEM	144	
Sao Luis, Brazil	SLZ	57-112A-113- 152A-181-204	Springfield, Mass.	BDL	41-110-168-244	Temple, Tex.	TPL	99	
Sao Lourenco, Brazil	SQO	237	(Bradley Field)	SGF	41-105-174	Temuco, Chile	ZCO	141	
Sao Paulo, Brazil	SAO	8-26-88-58-87- 113-182A-179- 181-196-202- 221-287-247	Springfield, Mo.	SGR	41-105-174	Tenakow, Alaska	TKE	36	
Sao Paulo de Olivenca, Brazil	SLV	181	Srinagar, India	SGX	27	Tennant Creek, Australia	TCA	98-227	
Sao Salvador, Brazil	SSA	87-112-152A-181- 190-202-237-239A	Stallnograd, Poland	SGA	185	Tepic, Mexico	TEO	10	
Sao Tome Island	TMS	289	Stanleyville,			Terrace,	VXT	69	
Sapporo, Japan	SPK	150A	Belgian Congo	SYV	184	British Columbia	HUP	105-231	
Sarajevo, Yugoslavia	SJJ	132	State College, Pa.	PSB	89	Terre Haute, Ind.	TET	106	
Saranac Lake, N. Y.	SLK	80	Stavanger, Norway		197-250A	Tetuan, Spain, Morocco	TTU	48A-126	
Sarasota, Fla.	SRQ	163	Stenhouseville,			Texarkana, Ark.	TXK	66-230	
Sardinal, Costa Rica	SAR	144	Newfoundland	YJT	228	Thanszool, Australia	THG	189A	
Saskatoon, Sask.	YXE	69-228	Stevens Point, Wis.	STE	167	The Diskum, Australia	TDK	98	
Sault Ste. Marie, Mich.	INR	70-228	Stockton, Calif.	SCK	244	The Pan Man,	VTP	80	
Savannah, Ga.	SAV	105-110-163	Stevens Village, Alaska	SRV	169	Theresina, Brazil	THE	67-112A-202	
			Stockholm, Sweden	STO	169-253	Thief River Falls, Minn.	TFV	167	
			4-26-60-77-183- 185-179-194-197			Thursday Is., Australia	TIS	49	
						Tijuana, Mex.	TIJ	10-94-229A	
						Tiko, Camerons	TKC	248	
						Timber Crk., Australia	TRK	98	
						Timisoara, Romania	TSR	222A	
						Titicaca, Alaska	TNC	85	
						Tiran, Albania	TIA	79	
						Tiree, Scotland	TRE	60	
						Titograd, Yugoslavia	TGD	132	
						Tobago, B. W. I.	TAB	68	
						Tocantinopolis, Brazil	TPY	112A	

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Tocopilla, Chile	TOQ	141	Vaduña, Chile	ZAL	141	West Palm Beach, Fla.	PBI	17-110-155-163
Tocumen, Panama	TUM	13-49-56-96-132- 143-144-179-180- 222-244A	Vai D'or, Quebec, Canada	YVO	69	Westport, New Zealand	WSZ	160
Toginsk, Alaska	TOG	58-169	Valdosta, Ga.	VLD	163-218	Wewak, New Guinea	WWK	119A-187
Tokyo, Japan	TYO	26-27-60-69- 79A-130A-132A- 133-171-179-182- 187-197-204	Valencia, Spain	VLC	23A-28A-126	Whangarei, New Zealand	WRE	166
Toledo, Ohio	TOL	10-108-118- 205-231-244	Valencia, Venezuela	VLN	148	Wheeling, W. Va.	HLG	39-70-231
Tonga Islands, So. Pacific	TBU	223	Valera, Venezuela	VLV	20-143-221A	Whitehorse, Y. T.	XXY	69-179
Tonopah, Nev.	TPH	54	Valeton, Malta	VLT	33A-60-74-156	White Mountain, Alaska	WMO	85
Tonsberg, Norway	TNS	55	Venezuela	VDP	20-143-221A	White Plains, N. Y.	HPN	41
Toorsaeenah, Australia	TOR	65	Vallegrande, Bolivia	VAL	151	Whittier, Alaska	WTR	101
Topeka, Kan.	TOP	99-231	Vallenar, Chile	VLR	141	Whyalla, Australia	WYA	122
Toronto, Ontario, Can.	YTO	41-69-228	Valles, Mex.	VAE	94	Wichita, Kans.	ICT	56-75-99-174-231
Tororo, Uganda, Africa	TOW	108	Vancouver,	YVR	69-187-228-244	Wichita Falls, Tex.	SPS	66-93
Torreón, Mex.	TRC	10	British Columbia	VAT	26	Wick, Scotland	WIC	60
Toto, Anzoátegui	TTO	107	Vanuatu, Australia	VAN	241	Wilkes-Barre, Pa.	AVP	39-41-80-231
Touggourt, Algeria	TGR	26	Van, Turkey	VCE	160	Williamsport, Pa.	IPT	39-70-231
Toulouse, France	TLS	28-23A-26-28A	Veracruz, Mex.	VER	17-94	Wilmington, Del.	ILG	39-41-110-205
Tourane, Indo-China	TOU	81A	Vernal, Utah	VEL	119	Wilmington, N. C.	IMN	168-183
Townsville, Australia	TSV	43-48-227	Vero Beach, Fla.	VRB	110	Wiluna, Australia	WUN	82
Trapani, Sicily	TPS	150	Vicksburg, Miss.	VKS	215	Windhoek, S. W. Africa	WOH	216
Traverse City, Mich.	TCV	70	Victoria,	YVI	228	Windsor, Ontario, Canada	YQG	226
Trelew, Argentina	REL	8	British Columbia	ZIC	141	Winnipeg, Man.	YWG	69-76-171-228
Trengyanu, Malaya	TGG	156	Victoria, Chile	ZIC	90	Winona, Minn.	ONA	167
Tres Esquinas, Colombia	TOS	49	Victoria de las Tunas, Cuba	VTU	90	Winston-Salem, N. C.	INT	70-110-183
Tres Lagos, Brazil	TLG	181-237	Victoria Falls, So. Rhodesia	VFA	26-62-74-216	Winton, Australia	WIN	227
Trichinopoly, India	TRZ	24-27	Victoria R. Downs,	VCD	98-154	Wittenoom Gorge, Australia	WIT	82
Trieste, Italy	TRS	150	Australia	AOE	230	Woodchopper, Alaska	WOO	169-253
Trinidad, Bolivia	TDD	151	Victoria, Tex.	AOE	230	Woodgreen, Australia	WOG	96
Trinidad, Colo.	TAD	99	Victoria We,	AOE	230	Woodward, Okla.	WWR	76
Trinidad, Cuba	TND	90	So. Africa	VCW	216	Worcester, Mass.	ORH	162-168
Tripoli, Libya	TIP	26-38-60-62- 102A-161-194- 240-242	Vigan, Phil. Islands	VGN	182	World, Wyo.	WRL	119
Trivandrum, India	TRV	27	Vienna, Austria	VIE	26-60-77-79-111- 135-150-179-194- 197-221	Wrangell, Alaska	WRG	86-112
Tromsø, Norway	TOS	197	Vientiane, Indo-China	VTE	81A	Wrigley, Mack.	YYW	69
Trondheim, Norway	TRD	55-197-250A	Vila Batista, Brazil	VBT	181	Wroclaw, Poland	WRO	185
Trujillo, Honduras	TJI	209	Vila, New Hebrides	VLI	187	Wyndham, Australia	WYN	98-154
Trujillo, Peru	TRU	91	Villacencio, Colombia	VVC	49	Wynyard, Australia	WNY	48-227
Tsaratannanis, Madag.	TTS	26	Villa Cisneros, Rio de Oro	VIL	126	X		
Tshikapa, Belg. Congo	TSH	194	Villa Dolores, Argentina	VDR	8	Xapuri, Brazil	XAY	202
Tuburao, Brazil	TUB	115-202-231A	Villahermosa, Mex.	VSA	94	Xique Xique, Brasil	XIQ	237
Tucson, Ariz.	TUO	41-119	Vilvo Luso, Angola	VLS	197	Y		
Tucuman, Argentina	TUC	9	Virac, Phil. Islands	VRC	182	Yacuiba, Bolivia	YAC	151
Tuguegarao, Phil. Is.	TUG	182	Vinala, Calif.	VIS	244	Yakataga, Alaska	CYT	101
Tulear, Madag.	TLE	26	Vishby, Sweden	VRV	197	Yakima, Wash.	YKM	171-249
Tulsa, Okla.	TUL	41-56-75-99	Vitoria, Brazil	VIX	57-113-152A-181- 190-202-237	Yakutat, Alaska	YAK	175
Tulua, Colombia	ULQ	49	Vizagapatam, India	VIZ	27	Yaigojo, Australia	YLG	82
Tuluksk, Alaska	TLK	169	Vohemar, Madag.	VOH	26	Yandina, Br. Solomon Is.	YND	187
Tumaco, Colombia	TCO	49	Votuporanga, Brazil	VOT	190	Younde, Camaroon	YAO	26-242
Tumeremo, Venezuela	TMO	143	Wahag, New Guinea	WAR	187	Yarmouth, Nova Scotia	XQI	228
Tunis, Tunisia	TUN	22-26-150-161- 194-281-210	Waco, Tex.	ACT	56-99	Yellowknife, Mack.	YZF	69
Tununak, Alaska	TNK	169	Wadi Halfa, Sudan	WHA	83A-114-125	Yinnielia, Australia	YNN	82
Tupa, Brazil	TPQ	190-247	Wazga, Australia	WGA	43-48-65	Yola, Nigeria	YOL	248
Tupelo, Miss.	TUP	218	Waiho, New Zealand	WHO	186	Yorkton, Sask.	YQV	228
Turin, Italy	TRN	28-150	Waingan, Indonesia	WGP	127	Youngstown-Warren, Ohio	YNG	70-184-244
Turkey Creek, Australia	TKY	98-154	Wake Island, Pacific Ocean	AWK	180A-179- 85-253	Yreka, Calif.	SIY	219
Turku, Finland	TKU	4	Wales, Alaska	WAA	85-253	Yuendumu, Australia	YUE	98
Tuscaloosa, Ala.	TCL	218	Walgett, Australia	WGE	85	Yule Island, New Guinea	YIE	187
Tuxpan, Mex.	TUX	91	Wallal, Australia	WLA	154	Yuma, Ariz.	YUM	84
Tuxtla Gutierrez, Mex.	TGZ	94	Walla Walla, Wash.	ALW	244-249	Yurimaguas, Peru	YMS	91
Twin Falls, Id.	TWF	244-249	Wandoola, Australia	WDO	227	Z		
Tyne, Alaska	TEE	86	Warrawaine, Australia	WRW	154	Zagreb, Yugoslavia	ZAG	132
Tyler, Tex.	TYR	105-230	Waranawine, Australia	WAW	77-79-158A-185	Zahidan, Iran	ZAH	129
U			Washington Bay, Alaska	WRA	96	Zambanga, Phil. Islands	ZAM	182
Uaupes, S. G., Brazil	UUP	181	Washington, D. C. (District of Columbia)	DCA	39-41-70-80-110- 168-171-231-244	Zanesville, Ohio	ZZV	134
Uberaba, Brazil	UBA	67-237-247	Waspan, Nicaragua	WSP	145	Zanzibar, Zanzibar Is.	ZNZ	108
Uberlândia, Brazil	UDI	67-237-247	Waterson, New Zealand	WCA	186	Zigurinchor, Fr. West Africa	ZIG	26-242
Ugashik, Alaska	UGA	58-169	Waterloo, Iowa	WLO	98	Zillina, Czechoslovakia	ZIL	77
Ukiah, Calif.	UKI	219	Waterloo, Ia.	ALO	86	Zinder, Fr. West Africa	ZND	86
Umnak, Alaska	UMB	191	Watertown, N. Y.	ART	80-162	Zomba, Nyas	ZOM	74
Umtali, So. Rhodesia	UTA	74	Watertown, S. D.	ATV	56	Zurich, Switzerland	ZRH	26-60-62-111-188- 132-150-181-194- 197-221-231
Unalakleet, Alaska	UNK	86	Waterville, Me.	WVL	168			
Ungalik, Alaska	UNL	86	Watson Lake, Y. T.	YQH	69			
União da Vitoria, Brazil	UNI	113-190-202	Watsonville, Calif.	WVI	219			
Upington, So. Africa	UTN	216	Wau, Ang. Egyptian Sudan	WUU	220			
Upolo Point, Hawaii	UPP	123-229	Wau, New Guinea	WUG	156A-187			
Upper Liverlinga, Australia	UPL	184	Wauau, Wis.	AUW	167			
Urambo, Tanganyika	UBO	108	Wave Hill, Australia	WAV	98-154			
Urfa, Turkey	URF	241	Waycross, Ga.	AYS	110			
Uribia, Colombia	URI	49	Weisman, Alaska	WSM	258			
Uruapan, Mex.	UPN	10	Wellington, New Zealand	WLG	186			
Uruguiana, Brazil	URG	113-190	Wenatchee, Wash.	WEE	249			
Ushuaia, Argentina	USH	8	West Lafayette, Ind.	LAF	134			
Usumbura, Belgian Congo	USM	194						
Utica, N. Y.	UCA	162						
V								
Vasa, Finland	VAA	4						
Vadsø, Norway	VDO	197						
Valdez, Alaska	VDZ	101						

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Casper, Wyo.—	8-3777.
Cedar City, Utah—	772.
Cheyenne, Wyo.—	8-8916.
Denver, Colo.—	E Ast. 2-1833.
Edmonton, Alta., Canada—	8-4858.
Great Falls, Mont.—	4-4355.
Helena, Mont.—	2580.

Hot Springs, S. D.—555.
Huron, S. D.—6401.
Idaho Falls, Idaho—2100.
Jackson, Wyo.—310.
Las Vegas, Nev.—2100.
Lethbridge, Alta., Canada—2971.
Lewistown, Mont.—28.
Logan, Utah—386.
Long Beach, Calif.—4-8571.
Los Angeles, Calif.—Oregon 8-2531
Ext. 327.

Mankato, Minn.—3708.
Minneapolis, Minn.—Parkway 1-2382.
Oakland, Calif.—Lockhaven 8-3012.
Ogden, Utah—3-7788.
Ontario, Calif.—Yukon 6-1119.
Palm Springs, Calif.—2709.
Pierre, S. D.—2448.
Poatello, Idaho—2206.
Portland, Ore.—Webster 2285.
Rapid City, S. D.—Fillmore 2-7110.
Rochester, Minn.—2-2736.
Saint Paul, Minn.—Parkway 1-1681.
Salt Lake City, Utah—5-7561.
San Bernardino, Calif.—Yukon 6-1119.
San Diego, Calif.—Cypress 8-1161.
San Francisco, Calif.—Plaza 6-0677.
Scottsbluff, Neb.—1234.
Seattle, Wash.—Cherry 5800.
Sheridan, Wyo.—281.
Snow Falls, S. D.—4-4994.
Spokane, S. D.—57.
Tacoma, Wash.—Broadway 5182.

IATA CARGO AGENTS

(Continued from Page 39)

TRIPOLI, LIBYA

American Express Co., Inc.
Wheelus Field Air Force Base

VALPARAISO, CHILE

N. Spencer & Cia., Ltda.
Blanco 631
Gondrand Brothers (Chile) Ltda.
Justicia 45, of. 306
Grace y Cia (Chile) S.A.
Plaza Botomayor 60, Casilla 90-V

VANCOUVER, BR. COL.

Thos. Cook & Son, Ltd.
625 Pender St. W.

VENICE, ITALY

American Express Co., Inc.
Bocca di Piazza 1281 (San Marco)

VIENNA, AUSTRIA

American Express Co., Inc.
9 Alserstrasse
Rohner, Gerhig & Co., A.G.
Hinterz, Zollamtstrasse 1

WIESBADEN, GERMANY

American Express Co., Inc.
Wilhelmsstr. 14

WILLEMSTAD, CURACAO

R.E.L. Maduro & Sons, Inc.
De Ruyterpl. 3-4

WINDSOR, ONT., CANADA

Whitlock Airtravel Aircargo Services
437 Ouellette Avenue

WURZBURG, GERMANY

American Express Co., Inc.
Bldg. 11, Leighton Barracks

ZURICH, SWITZERLAND

American Express Co., Inc.
Sihlporteplatz 3

FORM NUMBERS, ETC.

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Full Name of Carrier	Form Number	Designator	Abbreviation
Sudan Airways.....	200	SD	SUDAN
Swiss Air Transport Co. Limited.....	045	SR	SR
Syrian Airways Co.....	201	SY	SYRIAN

U. S. EQUIVALENTS OF FOREIGN CURRENCIES

NOTE: These quotations, current at the time of publication, are subject to fluctuation.

Country	Currency	Equivalent	Country	Currency	Equivalent
Aden	Shilling	\$ 1.103	Jamaica	Pound	\$ 2.8125
Afghanistan	Afghani	.06	Japan	Yen	.0028
Albania	Lek	.02	Jordan	Dinar	.280
Algeria	Franc	.0029	Korea, South	Hwan	.0056
Angola	Kerado	.0350	Lebanon	Pound	.3105
Argentina	Peso	.0322	Liberia	Dollar	1.00
Australia	Pound	2.24	Libya	Pound	2.81
Austria	Schilling	.0396	Liechtenstein	Franc	.23335
Bahama	Pound	2.8107	Luxembourg	Franc	.019925
Bahrain	Rupes	.2107	Macao	Pataca	.21
Barbados	Dollar	.59	Madagascar	Franc	.0058
Belgian Congo	Franc	.019925	Malaya	Dollar	.3290
Belgium	Franc	.019925	Malta	Pound	2.8075
Bermuda	Pound	2.8038	Martinique	Franc	.0029
Bolivia	Boliviano	.0053	Mauritius	Rupes	.2102
Brazil	Crucero	.0550	Mexico	Peso	.0805
British East Africa	Shilling	.1403	Morocco, French	Franc	.0029
British Honduras	Dollar	.7037	Mozambique	Escudo	.0350
British North Borneo	Dollar	.3290	Netherlands	Guilder	.2432
British West Africa	Pound	2.825	Netherlands Antilles	Guilder	.5310
Bulgaria	Lev	.1470	New Caledonia	Franc	.0160
Burma	Kyat	.2102	New Guinea (Mandate)	Pound	.224
Canada	Dollar	1.0130	New Zealand	Pound	.279
Cape Verde	Ecudo	.0350	Nicaragua	Cordoba	.20
Cayman	Pound	.806	Norway	Krone	.1405
Ceylon	Rupes	.2102	Oceania, French	Franc	.0160
Chile	Peso	.0060	Pakistan	Rupes	.3025
China	N. T. Dollar	.0485	Panama	Balboa	1.00
Colombia	Peso	.40	Paraguay	Guarani	.0476
Costa Rica	Colon	.1790	Peru	Sol	.0525
Cuba	Peso	1.00	Philippines	Peso	.1490
Cyprus	Pound	.2075	Poland	Zloty	.25
Czechoslovakia	Crown	.14	Portugal	Ecudo	.0350
Denmark	Krone	.1450	Portuguese Guinea	Ecudo	.0350
Dominican Republic	Peso	1.00	Portuguese India	Rupia	.2102
Ecuador	Sucre	.06	Reunion Is.	Franc	.0058
Egypt	Pound	.2825	Rhodesia-Nyaland	Pound	2.8075
Eire	Pound	.20	Roumania	Leu	.1666
Ethiopia	Dollar	.41	Salvador	Colon	.40
Fiji Is.	Pound	.25283	Samoa, British	N. Z. Pound	.279
Finland	Mark	.0045	Sarawak	Dollar	.3290
France	Franc	.0029	Saudi Arabia	Riyal	.27
French Equatorial Africa	Franc	.0058	Seychelles	Rupes	.2102
French West Africa	Franc	.0058	Singapore	Dollar	.3280
Germany, East	Ostmark	.45	Somaliland	Pound	.280
Germany, West	Deutsche Mark	.2385	Protectorate	Rupes	.2132
Gibraltar	English Pound	2.8075	south West Africa	Pound	.28075
Greece	Drachma	.0335	Spain	Peseta	.0915
Guadeloupe	Franc	.0029	St. Thomas & Prince	Ecudo	.0350
Guatemala	Quetzal	1.00	Sudan	Pound	.289
Guiana, British	Dollar	.59	Sweden	Krona	.1935
Guiana, French	Franc	.0029	Switzerland	Franc	.2335
Guiana, Netherlands	Guilder	.8375	Syria	Pound	.2815
Haiti	Gourde	.20	Thailand	Baht	.0478
Honduras (Republic)	Lempira	.50	Timor	Pataca	.2275
Hong Kong	Dollar	.1760	Tonga	Aus. Pound	.224
Hungary	Forint	.0861	Trinidad	Dollar	.59
Iceland	Krona	.0615	Tunisia	Franc	.0029
India	Rupes	.2102	Turkey	Pound	.3575
Indo-China	Frater	.0286	Union of South Africa	Pound	2.8038
Indonesia	Rupiah	.0581	U. S. H. E.	Ruble	.25
Iran	Rial	.0135	United Kingdom	Pound	.280
Iraq	Dinar	.280	Uruguay	Peso	.3110
Israel	Pound	.56	Venezuela	Bolivar	.3010
Italy	Lira	.0016	Yugoslavia	Dinar	.0033

Full Name of Carrier	Form Number	Designator	Abbreviation	Full Name of Carrier	Form Number	Designator	Abbreviation
TACA International Airlines, I. S. A.	203	TA	TACA	Transportes Aereos Portu- guenses, S.R.L.	047	TP	TAP
Taeman Empire Airways Limited.....	086	TE	TEAL	Trans-Texas Airways.....	033	TT	TTA
Thai Airways Co. Limited....	203	TH	AIR	Trans World Airlines, Inc.	015	TW	TWA
Townsville & Country Air- ways Pty. Ltd.	204	TC	TACAQ	Union Aeromaritime de Transport	125	UT	UAT
Trans-Australia Airlines.....	103	TAA		Union of Burma Airways....	209	UB	UBA
Trans-Canada Air Lines.....	014	TR	TCA	United Air Lines, Inc.	016	UA	UAL
Transoceanic Air Lines.....	.....	.....	TALOA	Uraba, Medellin and Central Airways.....	026	UR	UMCA
Trans-Oceanic Airways Pty. Limited.....	.....	TOA		U.S. Airlines, Inc. ....	....	US	USA
Trans-Pacific Airlines.....	....	TPA		Viasao Aerea Brasil, S. A. ....	....	....	VIABRAS
Transportes Aereos Nacio- nalis, S. A.	205	TX	TAN	West African Airways.....	057	WT	WAAC
Transportes Aereos Nacio- nalis.....	.....	.....	NACIONAL	West Coast Airlines, Inc.	023	WC	WCA
Transportes Aereos Nacio- nalis, S. A. ....	.....	.....	.....	Western Air Lines, Inc.	017	WA	WAL
Wien Alaska Airlines.....	.....	.....	.....	Wien Alaska Airlines.....	....	....	WIEN

FOREIGN WEIGHTS AND MEASURES

Denominations	Where Used	American Equivalents	Denominations	Where Used	American Equivalents	Denominations	Where Used	American Equivalents
Almude	Portugal	4,422 gals.	Zoilveren	110.24 lbs.		Kin	Japan	1,3227 lbs.
Ardo		5,618 cu. bu.	Centner	Double or metric	23.46 lbs.	Klafter	Austria	2,074 yds.
Arroba	Metric	171.71 acre	Covvert	Bulgaria	0.937 cu. yds.	Koku	Japan	5.14 cu. ft.
Arrate or libra	Portugal	1,0119 lbs.	Chih	China	12.60 inches	Kwamme	Japan	2673 lbs.
Arroba	Argentina Republic	25.32 lbs.	Chih (metric)	China	1 meter	Last	Belgium, Holland	95.134 bu.
Arroba	Brazil	32.38 lbs.	Cho	Japan	3.451 acres	Last	England	82.36 bu.
Arroba	Cuba	25.36 lbs.	Comb	England	4,1282 bu.	Last	Germany	2 metric tons.
Arroba	Venezuela	25.32 lbs.	Coyan	Sarawak	3,094 lbs.		(4,409 + 82.36)	
Arroba (liquid)	Cuba, Spain and Venezuela	25.40 lbs.	Cuadra (new)	Argentine Republic	4.2 acres	Last	Prussia	112.29 bu.
Arshins		4,263 gals.	Cuadra	Paraguay	94.70 yds.	Last	Scotland, Ireland	82.364 bu.
Arshins (sq.)	Russia	28 lbs.	Cuadra (sq.)	Paraguay	1.85 acres	Last	United Kingdom	4,633 acres
Arteci	Russia	55.44 sq. ft.	Cuadra	Uruguay	1.82 acres	Liang	China	1,890 lbs.
Baril	Monaco	1.44 cu. ft.	Cuadra (metric)	Metric	35.3 cu. ft.	Libra (lb.)	Argentina Republic	1,3166 ounces
Baril	Argentine Republic and Mexico	20.077 gals.	Cwt. (hundred weight)	British	112 lbs.	Libra	Central America	1,0128 lbs.
Barrel	Malta (customs)	11.2 gals.	Dessatina	Russia	2,6997 acres	Libra	China	1,014 lbs.
Barrel	Spain (raisins)	100 lbs.	Drachma (new)	Greece	15.43 gr. or 1 grm.	Libra	Cuba	1,0143 lbs.
Barrel	Peru	6.49 lbs.	Feneaga (dry)	Ecuador, Salvador	1,5745 bu.	Libra	Mexico	1,01467 lbs.
Berkovets	Russia	361.128 lbs.	Feneaga	Guatemala, Spain	2,75268 bu.	Libra	Peru	1,0143 lbs.
Bongas	Fed. Malay States	5,000 lbs.	Feneaga	Mexico	1,599 bu.	Libra	Portugal	1,0144 lbs.
Bouw	Sumatra	7,1296 5 eq. meter	Feneaga	Morocco	1.53 bu.	Libra	Spain	1,0144 lbs.
Bu.	Japan	0.1 inch	Faneaga (double)	Uruguay	2,6196 bu.	Libra	Uruguay	1,0143 lbs.
Butch	British Empire	1,03205 U. S. bu.	Faneaga (single)	Uruguay	7,776 bu.	Libra	Venezuela	1,0143 lbs.
Butt (wine)	Spain	140 gals.	Faneaga (liquid)	Spain	3,8846 bu.	Libre	Metric	0,10567 lit. dry gta.
Cach	Malta	5.3 gals.	Feddan	Egypt	164 bu.	Libre	Metric	0,99010 lit. dry gta.
Candy	Bombay (Mombay)	500 lbs.	Franco	Argentina Republic	2,5098 qts.	Livre (lb.)	China	1,089 lbs.
Candy	India (Madras)	500 lbs.	Frasila	Mexico	2,471 acres	Livre (lb.)	Guiana (Dutch)	50 cu. ft.
Cantar	Egypt	99.05 lbs.	Fuder	Luxembourg	264.18 gala.	Load (timber)	England	166 cu. ft. or
Cantar	Morocco	112 lbs.	Funt	Russia	1,9028 lbs.	Lumber (std.)	Europe	1,980 ft. b. m.
Carat, metric	Turkey	124.45 lbs.	Gallon	British Empire	1,02098 U. S. gal.	Mansana	Nicaragua	1,742 acres
Carga	Malta	175 lbs.	Gram	Metric	1,0567 gal.	Mansana	Costa Rica, Salvador	1,727 acres
Carga	Mexico and Salvador	3,086 grains	Fraill (raisins)	Spain	15,432 grains	Marc	Burma	0,507 lbs.
Catty	Mexico	300 lbs.	Fracaso	Argentina Republic	2,471 acres	Maund	India	82 1/2 lbs.
Catty	China	1,333 1/4 lbs.	Hectare	Metric	2,471 acres	Meter	30 37 inches	
Catty	Japan	1,32 lbs.	Hectolitre Dry	Metric	2,471 acres	Mil	4.61 miles	
Catty	Java, Malacca	136 lbs.	Hectolitre Liquid Metric	Metric	26,418 gala.	Mil (geographic)	Denmark	4.61 miles
Catty (stand.)	Siang	2 1/2 lbs.	Jarth	Persia	2,471 acres	Mil	Honduras	1,1493 miles
Catty	Sumatra	2 1/2 lbs.	Joch	Austria	1,422 acres	Mina (old)	Greece	2,202 lbs.
Catty	Kenya	100 lbs.	Joch	Hungary	1,067 acres	Momme	China	0,132 ounce
Cental	Centro	100 lbs.	Ken	Japan	5.97 feet	Morgen	Prusda	0,63 acre
Centaro	Central America	4,2631 gals.	Kilogram (kilo)	Metric	2,2046 lbs.	Mou	China	0,1518 acre
Centaro	Brussels	117.5 lbs.	Kilometre	Metric	0,62137 mile	Oke	Egypt	2,8052 lbs.
Centner	Bremen	127.5 lbs.				Oke Olique	Greece	2,828 lbs.
Centner	Bremen	127.5 lbs.				Oke	Turkey	22.82 inches
Centner	Darmstadt	10.0 lbs.				Pi	Borneo & Celebes	135.64 lbs.
Centner	Denmark, Norway	110.23 lbs.				Picul	China	133.14 lbs.
Centner	Nuremberg	112.43 lbs.				Picul	Egypt	21 1/4 inches
Centner	Prueria	113.44 lbs.				Picul	Java	136.16 lbs.
Centner	Sweden	93.7 lbs.				Picul	Philippine Islands	139.16 lbs.
Centner	Vienna	123.5 lbs.				Pie	Australia Republic	147.08 foot
						Pik	Turkey	0.91416 foot
						Pood	Russia	27.9 inches
						Pund (lb.)	Denmark	31.133 lbs.
						Quart	British Empire	1,20004 lbs. qd.
						Quart	British Empire	1,03205 bu.
						Quarter	Great Britain	54.46 lbs.
						Quarter	London (coal)	36 bu. qd.
						Quintal	Argentina Republic	220.46 lbs.
						Quintal	Brazil	129.54 lbs.
						Quintal	Castile, Peru	101.43 lbs.
						Quintal	Chile	101.41 lbs.
						Quintal	Mexico	123.16 lbs.
						Quintal	Newfoundland (fish)	101.47 lbs.
						Quintal	Paraguay	112 lbs.
						Quintal	Syria	100 lbs.
						Quo	Japan	125 lbs.
						Quo	Japan (southern)	2,44 miles
						R	Syria	15 lbs.
						Rattle	England	5 1/2 lbs.
						Rattle	Russia	5 1/2 lbs.
						Sack (four)	England	280 lbs.
						Sack (four)	Russia	7 feet.
						Sack (four)	Malta	8 2 lbs.
						Sack (four)	Japan	0,02451 acre
						Sack (four)	India	29 1/2 lbs.
						Sack (four)	Japan	1,7364 gals.
						Sack (four)	China	1,91 lit. quart.
						Sack (four)	Sweden	0,937 lbs.
						Sale	Lumber measure	165 cu. ft.
						Sale	British	14 lbs.
						Sale	Uruguay	2,700 cuadras (see cuadra)
						Sale	Japan	1,193 lbs.
						Sale	China	875.64 gals. (bop)
						Sale	Japan	0.25 acre
						Sale	Russia	5.96 bu.
						Sale	Japan	166 rods.
						Sale	Japan	0.30 lbs.
						Sale	Space measure	40 cu. ft.
						Sale	Denmark	3,9480 bu.
						Sale	Denmark	1,36 acres
						Sale	France	2,200.62 lbs.
						Sale	China	3,56 sq. ft.
						Sale	Sweden	1.26 lbs.
						Sale	Sweden	1.22 acres
						Sale	Argentina Republic	34,0944 inches
						Sale	Costa Rica, Salvador	32,913 inches
						Sale	Cuba	33,375 inches
						Sale	Dominican Repub.	0,914117 yard
						Sale	Guatemala	32,909 inches
						Sale	Honduras	32,953 inches
						Sale	Nicaragua	33,057 inches
						Sale	Chile and Peru	33,913 inches
						Sale	33,833 inches	
						Sale	Mexico	32,922 inches
						Sale	Paraguay	34 inches
						Sale	Spain	0,914117 yard
						Sale	Venezuela	33,384 inches
						Sale	Russia	2,707 cu. ft.
						Sale	Jersey	71 square rods
						Sale	Russia	0,663 mile
						Sale	Poland	41.50 acres
						Sale	Montland and Ireland	41,282 cu.

HOW THE UNITED STATES TRUNK LINES AND CERTIFIED ALL-CARGO LINES RANK IN DOMESTIC AIR FREIGHT TRAFFIC—1951-1954

NOTE: Parenthesized figures indicate freight ton-miles flown. All-cargo lines are distinguished by bold type.

1951	1952	1953	1954
1. Slick (44,151,000)	American (44,911,000)	American (52,314,000)	American (53,909,000)
2. American (35,484,000)	Slick (44,643,000)	Slick (38,953,000)	United (33,598,000)
3. Flying Tiger (27,875,000)	Flying Tiger (35,625,000)	Flying Tiger (35,624,000)	Flying Tiger (25,314,000)
4. United (22,177,000)	United (26,643,000)	United (27,620,000)	United (15,271,000)
5. TWA (14,961,000)	TWA (15,600,000)	TWA (18,905,000)	TWA (21,271,000)
6. Riddle (6,251,000)	Riddle (10,538,000)	Riddle (11,604,000)	Riddle (14,172,000)
7. Eastern (5,361,000)	Eastern (6,846,000)	Eastern (8,129,000)	Eastern (10,350,000)
8. Capital (5,222,000)	National (5,273,000)	Delta (5,541,000)	Delta (5,737,000)
9. National (5,041,000)	Delta (4,257,000)	National (5,536,000)	National (4,468,000)
10. Northwest (3,961,000)	Capital (3,924,000)	Capital (4,146,000)	Northwest (4,467,000)
11. Delta (3,584,000)	Northwest (3,595,000)	Northwest (3,696,000)	Capital (4,205,000)
12. Braniff (1,989,000)	Braniff (2,297,000) ^a	Braniff (2,760,000)	Braniff (2,915,000)
13. Chicago & Southern (864,000)	Chicago & Southern (1,312,000)	Western (1,346,000)	Western (1,796,000)
14. Western (610,000)	Western (947,000) ^b	Continental (842,000)	Continental (932,000)
15. Continental (582,000)	Continental (776,000)	Chicago & Southern (421,000) ^c	Northeast (299,000)
16. Mid-Continent (512,000)	Mid-Continent (331,000) ^d	Colonial (291,000)	
17. Airnews (301,000) ^e	Northeast (258,000)	Colonial (248,000)	
18. Northeast (247,000)	Colonial (159,000)		
19. Inland (144,000) ^f			
20. Colonial (111,000)			

^a Airnews ceased operations October 12, 1951.

^b This represents final statistics for Inland which merged with Western in 1952.

^c Merged with Mid-Continent August 16, 1952; figure included.

^d Includes Inland.

^e Covers period ending August 15, 1952.

^f Includes Chicago & Southern as of May 1, 1953.

^g Covers period ending April 30, 1953.

Comparison of Shipping Costs: Surface vs Air

Commodity: Soda Mach. (5), Cigarette Mach. (20), Candy Mach. (20).

Total Number Units: 45. Total Value: \$13,915. Value per Unit: From New York to Caracas.

SURFACE

AIR

Weight: 17,530 lbs. Volume: 1,200 cu. ft.
From New York to Caracas
Export packed
(Domestic packed)

	Weight: 13,905 lbs. Volume: New York-Caracas N.Y., Miami, Caracas
I. Type of Export Packing Used and Cost—Wooden Cases (Present rate surface shipments approximately \$.50 cu. ft.)	\$ 925.00
II. Total Insurance Premiums Origin to Final Destination—cif 10%—\$18,000 @ 1%	\$ 180.00
III. Shipping Costs to Port of Embarkation: Specify means of domestic transportation and actual gateway or port	
A. Rail	\$
B. Air	\$
C. Truck—New Jersey-New York	\$ 262.95
IV. Drayage Costs from Terminal at Port of Embarkation to Export Pier	\$
V. Shipping Costs from Port of Embarkation to Debarcation:	
A. Weight or volume charges—\$63.00 per 40 cu. ft.	\$1,890.00
B. Ad valorem charges	\$
VI. Shipping Costs Port of Debarcation to Market—Cartage and Customs House \$15 per ton	\$ 135.00
VII. Consular Fees—Brokerage, etc.:	
A. Consular blanks, stamps, etc.	\$ 4.50
B. Miscellaneous charges, including msgr. service	\$ 7.50
	\$ 12.00
VIII. Duties Where Based on Gross Weight—1 centimo per kg	\$ 24.00
IX. Interest Charges	\$
X. Other Charges Not Indicated Above:	
Port of Entry Tax (at 3½%)	\$ 487.03
Port Fee—\$11.34 per ton	100.00
XI. Total Shipping Costs Factory to Market	\$4,015.95
XII. Shipping Costs per Unit Factory to Market	\$
XIII. Total Time in Transit	21 Days
	4 Days
	7 Days

(PREPARED FOR AIR TRANSPORTATION BY PAN AMERICAN WORLD AIRWAYS)

ABC's OF COST ANALYSIS . . . Ask Yourself . . .

SURFACE AIR

A. Aircraft—Capacity—Weight—Volume

- a. What is maximum volume capacity?
- b. What is maximum weight capacity?
- c. What is maximum size for single piece?
- d. What aircraft (size, type) will best fit my product?
- e. What is the difference between DC-3 (C-47)
- C-46
- DC-4 (C-54)
- DC-6A

Various passenger-cargo versions

B. Brokerage Fees

- a. Are the forwarder's fees the same by air or surface?
- b. Can my present forwarder also handle my air shipments?

C. Capital Outlay

- a. How much capital outlay can I reduce using air transportation?
- b. Will banks honor an Air Waybill on Letter of Credit?
- c. How fast can I get my complete documents for banking purposes?
- d. Can I get a negotiable Air Waybill?

Certified Documents, Fees, Etc.

- a. Do I require the same documentation by Air?
- b. Is there any difference in consular fees and requirements by air shipping?

D. Delivery Time

- a. How much time will air freight save over surface?
- b. Can I always meet my Letter of Credit deadline?
- c. Will my customers pay a little more for earlier deliveries?

E-H. Fragility—Handling

- a. How much handling can product withstand?
 - b. What is damage ratio air vs. surface?
- I. Insurance**

- a. What is cost of insurance air vs. surface?
- b. What is difference in coverage?
- c. How does my insurance company react to air freight on claims for loss, damage, carrier substitution liability, related value on Air Waybill?

SURFACE AIR

Pilferage

- a. How does pilferage loss compare?
- b. Pick-Up/Delivery Service
- c. Can my shipments be picked up some day?
- d. How much cargo do I require to charter?
- e. What is the advantage of chartering?

B. Rates—Charger—General—Specific—Charter

- a. How do rates compare?
- b. What is specific commodity rate?
- c. Can I mix commodities without penalty?
- d. How much cargo do I require to charter?
- e. What is the advantage of chartering?

C. Service—Schedules

- a. How does service compare?
- b. What is the frequency of schedules?

T. Transit Time

- a. What is the time in transit?
- b. Does present carrier give an export rate charge?
- c. What is time between arrival at port of discharge and delivery to city of destination?
- d. How much do inland freight charges cost?

L. Loss—Deterioration—Market—Rental

- a. Do I sustain loss due to deterioration due to nature of product or time in transit?
- b. What percentage is this loss?
- c. Is my equipment on a monthly rental basis?
- d. How much rental money can I save by using air freight?
- e. Do I lose business because of delays in delivery?
- f. If so, how much?

M. Minimum Bills of Lading

- a. What is the minimum B/L charge?
- b. How much material can I ship on a minimum B/L?

P. Packing—Cartons—Wooden Cases

- a. What packing requirements are necessary?
- b. How much weight does packing absorb?
- c. How much can I save in packing costs?
- d. How safe are minimum air freight packing requirements compared to surface?

The questions submitted above are meant to help provide the traffic manager or controller of manufacturing, jobbing, and wholesale firms as well as retailers, with the basis on which to determine fairly the utilization of air cargo for shipments within the United States as well as foreign destinations.

While direct comparisons can be made on many items to the benefit of the air transportation industry, many articles of merchandise, which will not favorably compete in a regular transportation market, may at times be flown due to strikes, breakdown of equipment and various time factors which cannot be measured in money. That is the time the shipper will want to know the right answer fast. Why not find out now?

INTERNATIONAL AIR MAIL AND AIR PARCEL POST RATES

COUNTRY	Air Parcel Post				Air Parcel Post				Air Parcel Post			
	Ocean Airavia (prints, samples, small packages etc.)	Airmail Post Addl. Fare	First 4 oz. or fraction	Max. wt. lb.	Ocean Airavia (prints, samples, small packages etc.)	Airmail Post Addl. Fare	First 4 oz. or fraction	Max. wt. lb.	Ocean Airavia (prints, samples, small packages etc.)	Airmail Post Addl. Fare	First 4 oz. or fraction	Max. wt. lb.
<i>Air Letter Stamps—10 cents each to all countries. Air Mail Post Ca. nos. (Greece)—10 cents each to all countries except Canada (\$6), Cuba (\$6), Mexico (\$6), and St. Pierre and Miquelon (\$6).</i>												
Aden .....	.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Afghanistan .....	.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Albania .....	.15	\$0.48	\$0.28	.....	.....	.....	.....	.....	.....	.....	.....	.....
Algeria .....	.15	.45	.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
Andorra (Rep.) .....	.15	.45	.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
Anglo-Egyptian Sudan .....	.25	(\$)	.43	\$1.45	\$0.83	.22	.....	.....	.....	.....	.....	.....
Angola .....	.25	.63	.43	.....	.....	.....	.....	.....	.....	.....	.....	.....
Argentina .....	.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Antigua .....	.10	.33	.13	.50	.20	.22	.....	.....	.....	.....	.....	.....
Aruba .....	.10	.58	.38	1.51	.76	.44	.....	.....	.....	.....	.....	.....
Ascension Island .....	.10	.38	.18	.72	.36	.44	.....	.....	.....	.....	.....	.....
Australia .....	.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Austria .....	.15	.84	.63	1.62	1.27	.11	.....	.....	.....	.....	.....	.....
Azores .....	.45	.24	1.05	.49	.22	.....	.....	.....	.....	.....	.....	.....
Bahamas .....	.10	.28	.07	.71	.44	.11	.....	.....	.....	.....	.....	.....
Barbados .....	.10	.38	.17	.83	.34	.22	.....	.....	.....	.....	.....	.....
Barbuda .....	.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buchuanaland Protectorate .....	.25	.68	.47	1.31	.94	.11	.....	.....	.....	.....	.....	.....
Belgian Congo .....	.25	.59	.38	1.38	.79	.44	.....	.....	.....	.....	.....	.....
Belgium .....	.15	.32	.21	.98	.43	.44	.....	.....	.....	.....	.....	.....
Bermuda .....	.10	.27	.06	.76	.13	.22	.....	.....	.....	.....	.....	.....
Bolivia .....	.10	.40	.20	1.08	.40	.44	.....	.....	.....	.....	.....	.....
Bonaire .....	.10	.38	.18	.72	.36	.44	.....	.....	.....	.....	.....	.....
Brazil .....	.10	.65	.35	1.48	.64	4.44	.....	.....	.....	.....	.....	.....
British Guiana .....	.10	.40	.19	1.07	.39	.22	.....	.....	.....	.....	.....	.....
British Honduras .....	.10	.30	.10	.80	.20	.22	.....	.....	.....	.....	.....	.....
British Somaliland .....	.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British Virgin Islands .....	.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brunei .....	.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bulgaria .....	.15	(\$)	.70	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burma .....	.25	.90	.70	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cambodia .....	.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cameroons, British & French .....	.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canada (per oz.)	6	(\$)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cape Verde Islands .....	.25	.69	.49	1.75	1.00	.22	.....	.....	.....	.....	.....	.....
Ceylon .....	.25	.48	.28	1.31	.56	.22	.....	.....	.....	.....	.....	.....
China .....	.25	.65	.45	1.21	.40	.44	.....	.....	.....	.....	.....	.....
Colombia .....	.10	.39	.19	1.21	.40	44	.....	.....	.....	.....	.....	.....
Corsica .....	.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Costa Rica .....	.10	.34	14	.79	.29	.44	.....	.....	.....	.....	.....	.....
Cuba .....	.10	.28	.07	1.10	.15	.22	.....	.....	.....	.....	.....	.....
Curaçao .....	.10	.38	.18	.72	.36	.44	.....	.....	.....	.....	.....	.....
Cyprus .....	.25	.50	.30	1.30	.60	.22	.....	.....	.....	.....	.....	.....
<i>Ocean Airavia (prints, samples, small packages etc.)</i>												
Liechtenstein .....	.....	.....	.....	.....	15	\$0.43	\$0.22	\$0.92	\$0.46	4.4	.....	.....
Lithuania .....	.....	.....	.....	.....	4.15	.32	.31	1.66	.63	22	.....	.....
Luxembourg .....	.....	.....	.....	.....	1.5	.42	.21	.98	.43	44	.....	.....
Macao .....	.....	.....	.....	.....	25	(?)	.....	.....	.....	.....	.....	.....
Madagascar .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
Madeira Islands .....	.....	.....	.....	.....	4.15	.44	.24	.75	.50	22	.....	.....
Malaya .....	.....	.....	.....	.....	25	.90	.70	1.75	1.00	22	.....	.....
Malta .....	.....	.....	.....	.....	15	.45	.25	1.10	.50	22	.....	.....
Martinique .....	.....	.....	.....	.....	10	.35	.15	.65	.25	11	.....	.....
Mauritania .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
Mauritius .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
Mexico (per oz.) .....	.....	.....	.....	.....	6	.30	.09	.64	.18	44	.....	.....
Montserrat .....	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....
Morocco, French Zone .....	.....	.....	.....	.....	15	.45	.25	1.19	.54	44	.....	.....
Morocco, Spanish Zone, incl. Sp. Zone, Tangier .....	.....	.....	.....	.....	15	.45	.25	1.19	.54	11	.....	.....
Morocco, Tangier, British & French offices .....	.....	.....	.....	.....	15	.45	.25	1.19	.54	44	.....	.....
Nauru Island .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
Netherlands .....	.....	.....	.....	.....	15	.42	.21	.89	.44	44	.....	.....
Netherlands New Guinea .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
Netherlands West Indies .....	.....	.....	.....	.....	10	.38	.18	.72	.36	44	.....	.....
Nevis .....	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....
New Caledonia .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
New Guinea .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
New Hebrides .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
New Zealand .....	.....	.....	.....	.....	25	.79	.59	1.82	1.17	22	.....	.....
Nicaragua .....	.....	.....	.....	.....	10	.35	.14	.80	.29	44	.....	.....
Niger .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
Nigeria .....	.....	.....	.....	.....	25	.54	.34	1.25	.65	22	.....	.....
North Borneo .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
Norway .....	.....	.....	.....	.....	15	.43	.23	1.02	.47	44	.....	.....
Nyasaland Protectorate .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
Pakistan .....	.....	.....	.....	.....	25	.63	.43	1.63	.84	22	.....	.....
Palestine (Western Arab) .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
Panama (Rep.) .....	.....	.....	.....	.....	10	.33	.13	.91	.21	44	.....	.....
Papua (British New Guinea) .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
Paraguay .....	.....	.....	.....	.....	10	.50	.30	1.40	1.35	22	.....	.....
Persian Gulf Ports .....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....
Peru .....	.....	.....	.....	.....	25	.45	.25	1.23	.37	44	.....	.....
Philippines (Rep. of) .....	.....	.....	.....	.....	25	.81	.60	1.81	1.26	44	.....	.....
Poland .....	.....	.....	.....	.....	15	.46	.25	1.06	.52	44	.....	.....
Portugal .....	.....	.....	.....	.....	15	.41	.20	.71	.44	22	.....	.....
Portuguese E. Africa (Mozambique) .....	.....	.....	.....	.....	25	.69	.49	1.63	1.00	22	.....	.....

¹ When no special rate is given in "Other articles", column 1, the air mail letter rate is the country code.

Small packets not accepted.
 Merchandise prohibited in letters or letter packages.

Restrictions apply.
Dealers machine. Order must be placed by telephone or fax.

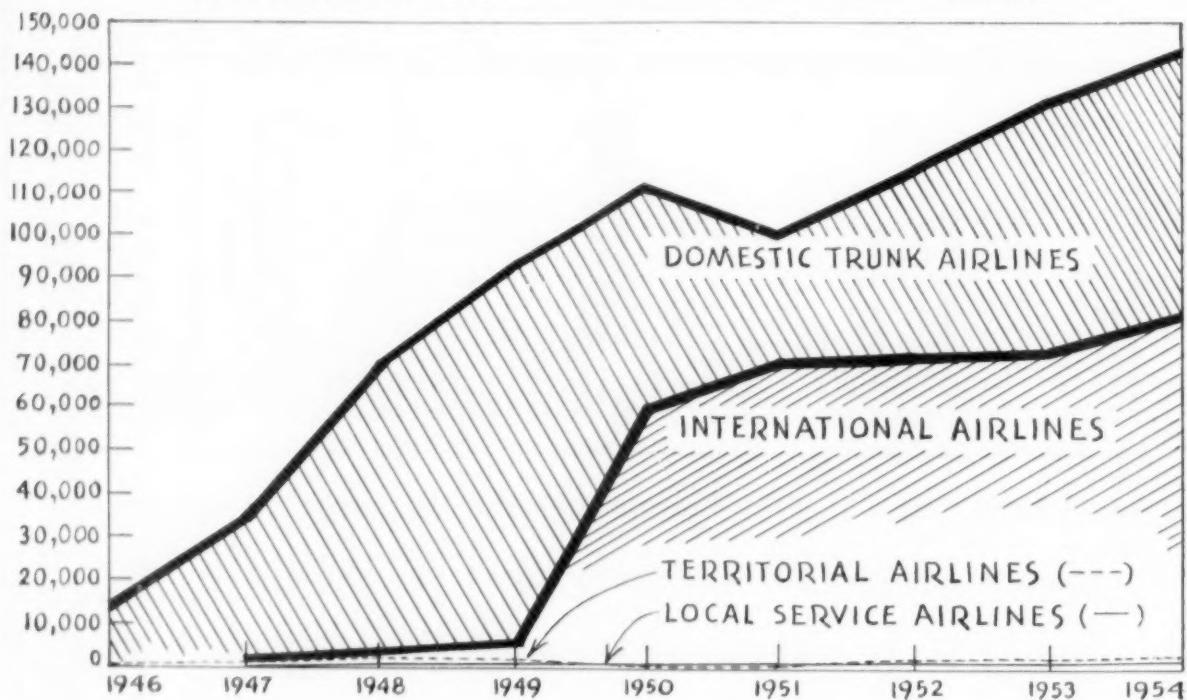
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AIR CARGO

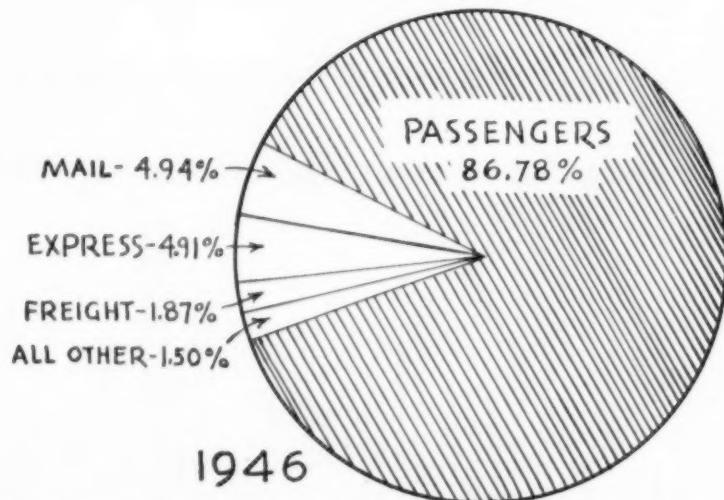
Scheduled Airlines of

(Members and Associate Members)

AIR FREIGHT In Thousands of Revenue Ton-Miles



REVENUE
TON-MILE TRAFFIC
Scheduled
Airline
Industry

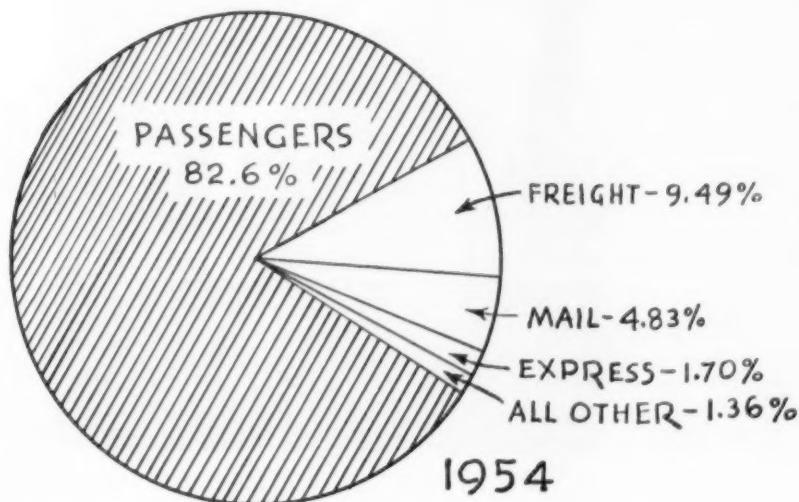
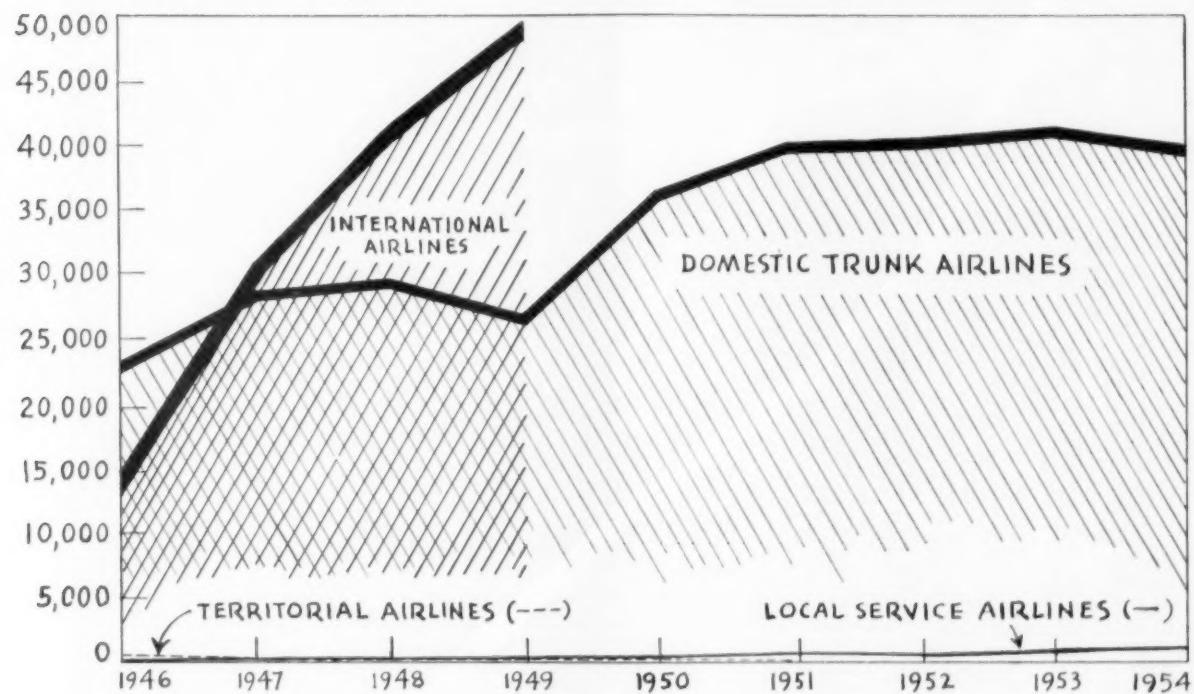


PROGRESS

the United States*

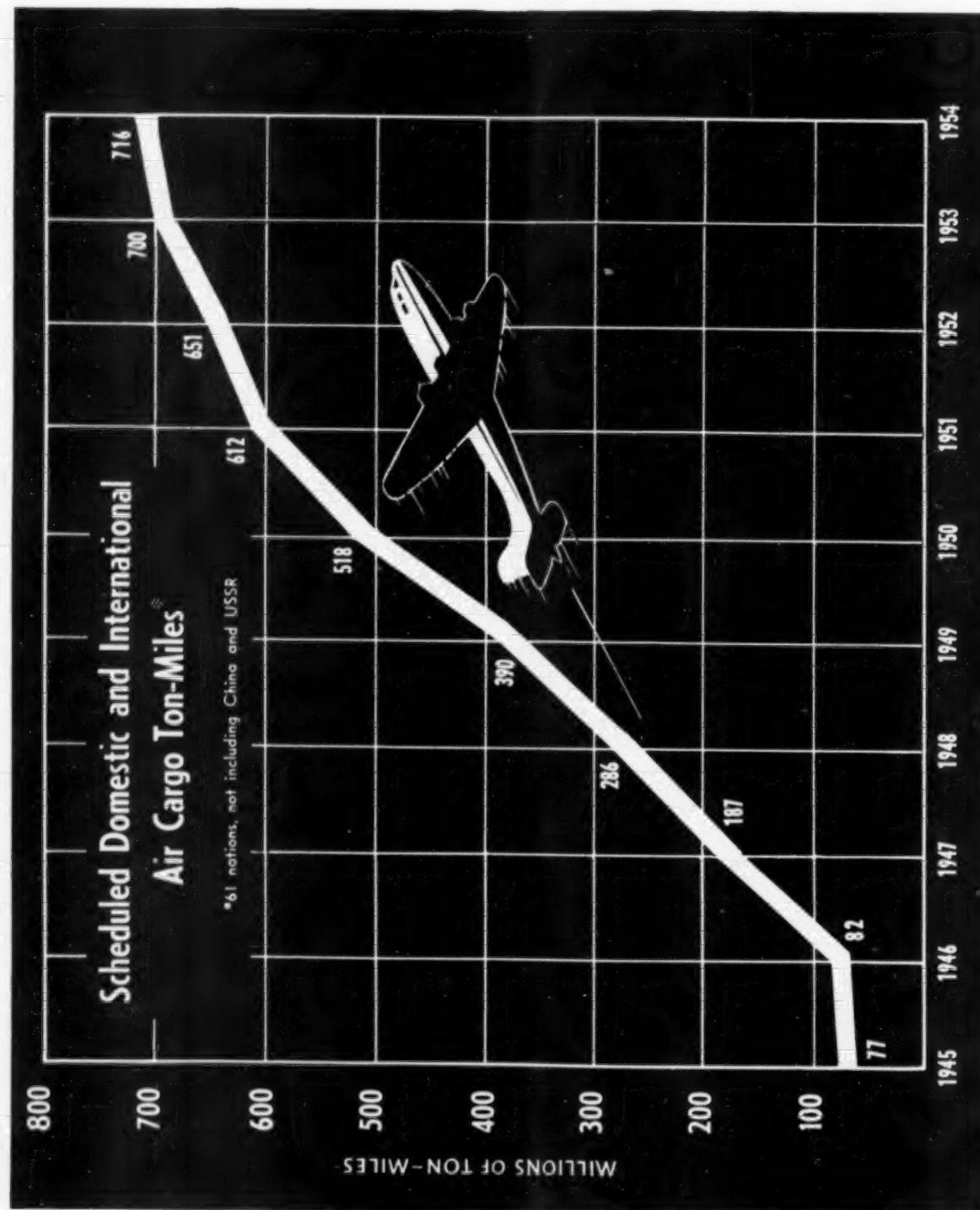
(of the Air Transport Association)

AIR EXPRESS In Thousands of Revenue Ton-Miles



*Charts do not include the statistics of the Flying Tiger Line and Slick Airways, both scheduled all-freight airlines.

WORLD AIR CARGO



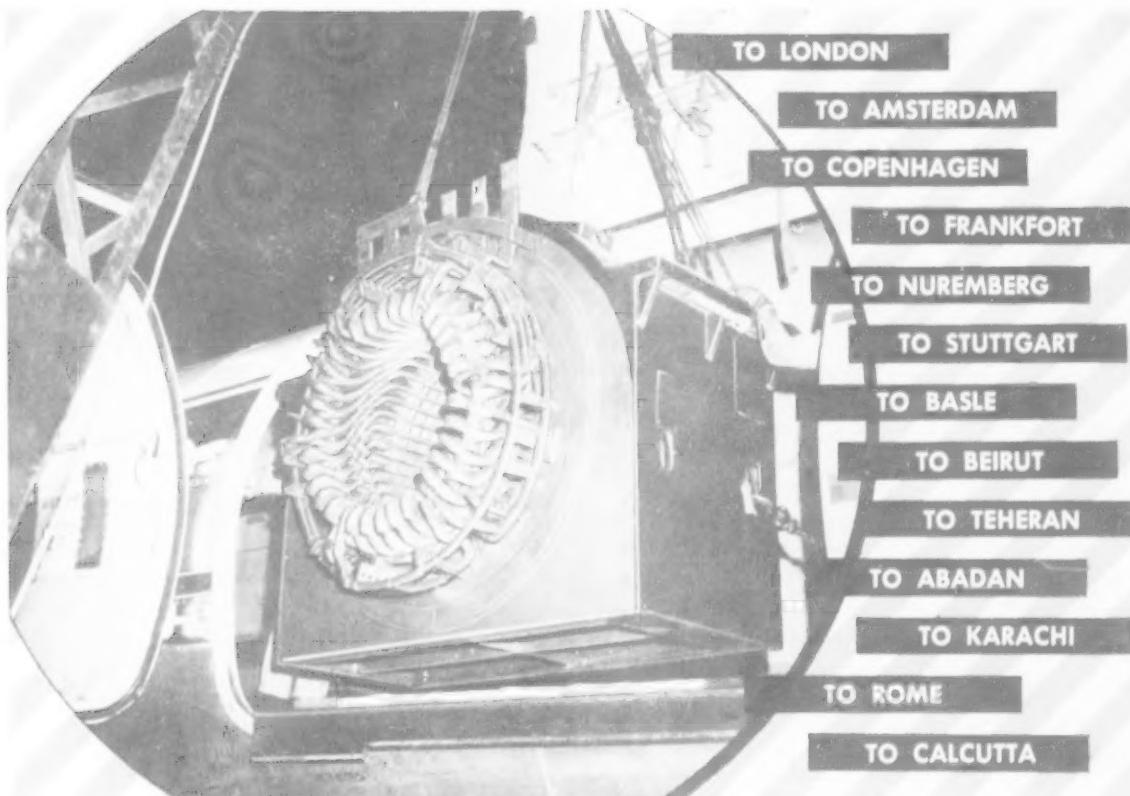
**TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE UNITED STATES
(Distances in Statute Miles)**

TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE WORLD
 (Distances in Statute Miles)

FROM	TO	Azores	Bagdad	Berlin	Bomber	Buenos Aires	Buenos Aires	Cape Town	Chile	China	Cuba	Dubrovnik	Dubrovnik	Gum	Gum	Honduras	Jamaica	Jamaica	Melbourne	Mexico City	New Orleans	New York	Panama	Rio de Janeiro	Rio de Janeiro	Santiago	Santiago	Singapore	Tokyo
Azores	3,906	2,148	5,930	5,385	3,825	5,670	3,306	8,985	7,421	4,715	1,562	12,100	4,584	3,718	2,604	3,918	1,617	4,312	5,114	5,738	4,720	8,286	7,970	0	0	0	0	
Baia	Bagdad	3,906	2,022	8,215	785	4,923	6,490	6,280	8,445	6,180	2,568	8,150	7,212	6,054	7,807	2,355	7,012	7,521	8,876	6,948	4,443	5,242	0	0	0	0		
Berlin	2,148	2,040	3,947	7,411	3,823	5,949	4,458	7,158	7,384	4,638	575	9,992	6,119	5,182	4,026	5,902	540	6,246	5,744	7,842	5,121	6,226	5,628	0	0	0	0
Bombay	5,930	2,022	3,947	9,380	2,698	5,128	6,144	4,881	8,112	6,922	4,526	6,140	9,418	8,982	7,675	9,832	4,391	5,458	8,928	10,127	7,530	2,425	4,247	0	0	0	0
Buenos Aires	Almeria	8,215	7,411	9,380	...	7,428	4,332	5,598	10,316	7,653	7,964	6,919	7,336	4,609	4,902	5,295	3,319	6,801	1,230	6,487	731	6,966	9,940	11,601	0	0	0	0	
Cairo	3,906	785	1,823	6,659	7,428	4,476	6,231	7,175	8,925	5,352	2,218	8,720	7,807	6,562	5,701	7,330	2,020	6,242	7,554	8,100	6,916	5,152	6,905	0	0	0	0
Cape Town	5,670	4,923	5,949	5,128	4,322	4,376	6,531	6,918	11,635	10,382	5,975	6,510	8,620	5,930	7,445	7,090	5,732	3,650	10,340	5,080	10,305	6,925	9,234	0	0	0	0
Chicago	3,305	6,490	4,658	8,144	3,598	6,281	8,551	7,510	4,815	2,310	4,015	9,587	1,690	827	727	2,320	4,219	5,520	1,375	5,325	1,753	9,475	6,410	0	0	0	0
Guam	8,985	6,890	7,158	4,851	10,516	7,175	8,918	7,610	3,896	5,225	7,605	3,497	7,600	7,895	8,115	9,220	7,675	11,710	5,962	9,946	5,785	2,990	1,596	0	0	0	0
Honolulu	7,481	6,445	7,384	8,172	7,653	8,925	11,685	4,815	3,896	2,825	7,820	6,582	3,846	4,395	5,011	5,647	7,535	8,400	2,407	6,935	2,707	6,674	3,940	0	0	0	0
Honolulu	7,481	6,445	7,384	8,172	7,653	8,925	11,685	4,815	3,896	2,825	7,820	6,582	3,846	4,395	5,011	5,647	7,535	8,400	2,407	6,935	2,707	6,674	3,940	0	0	0	0
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Jakarta	4,715	6,160	4,638	6,392	7,984	6,352	10,382	2,310	6,225	8,625	4,496	6,162	3,210	2,560	2,874	4,456	4,700	7,611	1,530	7,320	870	7,375	4,117	0	0	0	0
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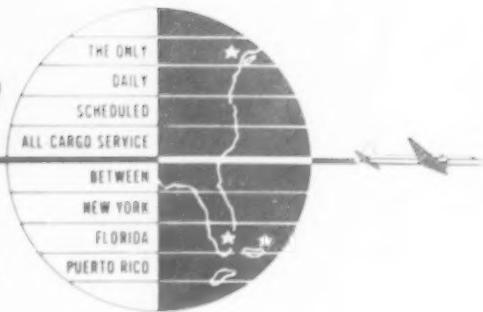
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New York, Florida, Puerto Rico and Connections

By special arrangement with *The Financial Times*, of London,
here is an appraisal of

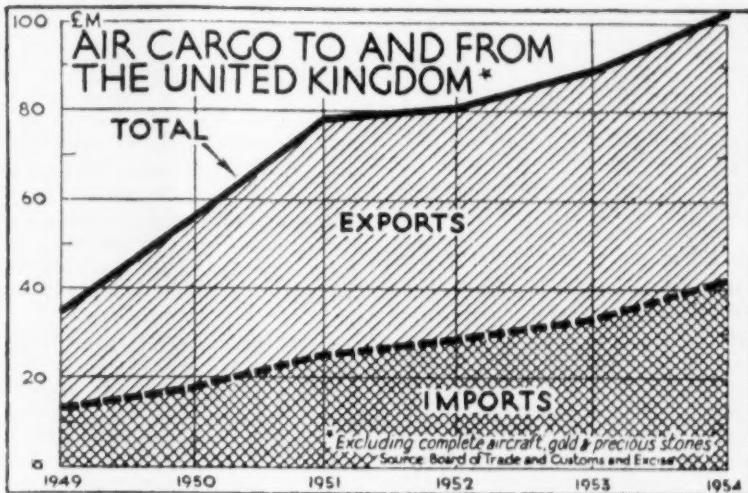
THE BRITISH AIR FREIGHT EFFORT

LAST YEAR the value of all goods carried in and out of Britain by air was nearly £103m., or 1.7% of the value of all the traffic. The volume of air freight throughout the world, reckoned in ton-miles, has increased from 77m. in 1945 to 716m. in 1954, and there is every evidence of air assuming a much greater importance in world trade. So far this year, British European Airways has increased the volume of freight carried by 18% over the same period last year; the freight revenue of British Overseas Airways Corporation has trebled since 1949; and both of the independent companies which began scheduled air cargo services from the United Kingdom this Spring have already increased the frequency of their services. One of them, Airwork, has in its first six months completed 1 1/4m. ton miles.

Great Potential

Air freight has not been expanding at the same pace as passenger carriage, however, and the aircraft industry, which has been concentrating for 10 years on passenger services, is now turning its attention to the great potential of air freight—and it is the Government's policy to emphasize private enterprise, both constructionally and operationally, in this relatively new field, rather than confine it to the public corporations.

BOAC now have an all-cargo service to Singapore, operated by Skyways under charter, and BEA have services every 24 hours to Paris, Brussels, Germany and Copenhagen via Amsterdam. Airwork flies an all-cargo plane three times a week to New York, and has linking services to Germany and Switzerland, while Hunting-Clan Air Transport goes twice a week to East Africa and will be met from this week onwards by flights of its Rhodesian subsidiary from Salisbury. Cross-channel ferry services such as Silver City Airways also carry a good deal of unaccompanied freight and the car ferry



services have brought into the public eye the advantages of air freight, especially when there is a good link with ground services. It is also understood that Britavia has applied for an all-freight license for a service from the United Kingdom to Australia. These scheduled all-cargo flights are supplemented by Commonwealth and foreign airlines, most of whom fly all-cargo planes as well as taking freight on their passenger craft.

The sort of goods which are sent by air generally fall into two categories—those which have a high value in proportion to their weight, and those which have a seasonal or occasional value. In the first category come gold, jewelry and precious stones, over half of which are airborne. Textiles are another big item. Clothes such as overcoats and women's dresses are in demand at a certain time and they must be supplied then. Canadian retailers are prepared to pay an extra couple of guineas for a 50-guinea frock if it is the very latest mode.

Motor vehicle spare parts are frequently flown abroad, and the realization is growing that the extra cost of supplementing normal surface supplies

in this way could in some circumstances be offset by a reduction in expenses such as storage, insurance, replacement of stolen goods and writing off of obsolete stock. In isolated areas, of course, where road transport is a lifeline and whole harvests depend on motor vehicles, urgently needed parts must often be flown out.

Film Shipments

Film, whether exposed or not, is a commodity which is almost invariably flown, and it accounts for nearly a half of the freight carried across the Atlantic by BOAC. The goods shipped by air are extremely diverse, and no less than 7,500 firms send regular shipments by BEA. Surface shipments to the Middle East carry a high risk of pilferage and, as a consequence, high insurance costs, and many clients in that area insist on delivery by air. Shortage of shipping space may also turn exporters to the air. In the case of East Africa, normal surface freight is subject to a delay of as much as 18 months, and it has been found worth while to send such articles as typewriters and motorcycles in bulk by air.

Superiority in handling also attracts traffic to the air. It is reckoned that packaging a TV set for surface delivery costs £3, while packaging it for air delivery costs about 7s 6d. For these reasons, Pye, for example, are planning to export almost all of their TV sets from next January to distant areas by chartered planes. Increased utilization is another factor favoring air transport. Heavy machinery can be installed and operating in the United States within a day or two of dispatch from the United Kingdom.

In the result, prospects for air freight are bright, and almost all the companies operating all-cargo services are planning to expand. Freight charters are also increasing in numbers, and are sometimes found to be cheaper than sea transport for instruments and other valuable articles. Chartering has hitherto been largely confined to troop movements and transporting marine spare parts.

Cost Factor

Whether the expansion of air freight will be phenomenal or not largely depends on the costs. The disparity between air and sea rates is still such that shippers take air space, normally, only for special reasons. The present freight charges are standard, but it is known that some American and Continental companies would like to bring them down in order to attract custom. As things stand, specimen basic rates per kilo from London are Paris 1s 1d, Cairo 10s 4d, New York 17s 4d, and Sydney 38s.

Discounts are then made for bulk shipments, and also for certain types

of commodity. Some machinery, for example, if shipped in large bulk, would fly for about 40% of the basic rate.

One of the effects of the new emphasis on freight will be the development of new aircraft specifically designed for cargo with minimum operating costs—the Bristol Britannia Mark 250 turbo-prop, for example, and the Lockheed C 130, both of which should be ready in a few years' time—and this tendency will presumably help to reduce prices. • • •

BE SPECIFIC

(Continued from Page 14)

ous materials. For example, last spring Mr. Shiba needed a special size of cathode tubes for a transmission station. The nearest source of supply was about 10,000 miles away. Due to a strike the delivery he expected was held up several weeks. By using air freight he got the necessary tubes in time and avoided the penalty he would otherwise have paid for not completing the job by the contract date.

Even within the Japanese islands themselves, which are covered with a vast network of Class A railroads throughout the 1,300 miles from north to south, air freight is in great demand. Shippers who see the advantages of domestic air freight are even more convinced of its advantages for the long haul across the Pacific.

Perhaps that's why everybody involved takes time to talk about air freight services when you call on them in Japan. From the top business executives right through to the traffic

clerks, it was my experience that all were eager to discuss the subject. It's as though they hope to learn something from everyone who walks in concerning their own particular shipping problems.

Each time I had such a discussion, I left with the feeling that I had been talking with a very forward thinking person.

Incidentally, a business visit in Japan is a most gracious occasion. You are ushered into a separate room and are offered green tea, coffee, or perhaps one of a stronger nature. In this relaxed atmosphere you have the feeling that they were just waiting for you to drop by for a visit. And by the time you leave you have made a new friend.

Service Expected

I also discovered during my visit that in Japan a high quality of service is taken for granted. Regardless of whether you're buying something or selling something or just taking a ride in an elevator, service is a key word. It's automatic. And the expectation of service as far as air freight is concerned is no exception.

To meet this expectation Japan Air Lines has, of course, developed a high quality of personalized service. Booking cargo on specific flights, repeatedly checking cargo en route by cable, advance notification of arrival, and the personal handling of individual shipper's problems are JAL services that are taken for granted by the Japanese shipper—and enthusiastically welcomed by the American.

Along with the development of air freight activities, the Japanese cargo agent has come into his own. Just as in the United States, the cargo agent is a key figure to Japan Air Lines. On both sides of the Pacific JAL's policy is not to intercept business, but to turn business over to cargo agents wherever possible. JAL is aware of the great potential of cargo agents, and realizes this policy is going to mean more cargo for JAL and the industry as a whole in the long run.

The Japanese cargo agent has the same problems and headaches as the agent in the United States—documentation, responsibility for proper handling, bookings, and so forth—with the added complication of monetary exchange. This problem is created by currency restrictions and the necessity of a lot more documentation for clearance through Japan's Ministry of Finance. On top of this, there are complicated import and export declarations and licenses which the Japanese

Airwork Atlantic Cargo Confab



Air freight, and nothing but air freight, was on the collective mind of these gentlemen when Airwork Atlantic, Ltd., held its first annual traffic sales meeting in New York recently. Seated (left to right) are: Arthur Disney, chief cargo courier, Airwork, Ltd. (parent company); R. Peyton Burnett, director, Airwork Atlantic; John E. Muhlfeld, president, Airwork Atlantic; C. E. Smith, cargo superintendent-London, Airwork; John Alexander, sales representative, New York. Standing (left to right) are: Alex H. Mossman, vice president, Wendell P. Colton Company; Ralph A. Trankina, regional sales manager, Chicago; Sam Wasserman, James Gray, Inc.; Arthur D. Appleby, Airwork Atlantic sales representative, New York; Douglas F. Bush, regional sales manager, Detroit; Arthur R. Breyfogle, regional sales manager, San Francisco; Frank O. Lucera, sales representative, New York; Fred W. Shinn, superintendent of traffic, New York; Paul J. Dearie, regional sales manager, Philadelphia; Paul Van de Velde, manager of operations, Idlewild; James Cason, sales representative, New York; William A. Barnett, regional sales manager, Los Angeles; Fred C. Hoskinson, sales manager, Airwork Atlantic (Canada) Ltd.; Ralph S. Presnell, chief accountant, New York.

cargo agent must handle for his clients.

The question of air freight versus air parcel post is one point where further clarification is needed in Japan, and incidentally in the United States, too. The air freight minimum in either direction is \$7.00. Eastbound the rates are \$2.25 per pound and Westbound, \$2.74. In addition to this, there is at either gateway a brokerage charge of \$2.00 and pick up or delivery charge of \$1.70. With air parcel post the minimum is \$1.27, and the rates in either direction are \$4.00 per pound.

It's cheaper to use air freight, therefore, for a shipment of three pounds or more, Westbound or Eastbound, including the usual brokerage and delivery charges. This fact is not understood by the great majority of shippers.

As for air freight versus air parcel post with regard to speed of delivery, the shippers I talked with were surprised to learn that air freight shipments reach their destinations at least with equal promptness. My own experience has been that air freight shipments get there even faster. Furthermore, for various reasons a shipper sometimes wants to know delivery date and signature of a given shipment. If it was sent by air freight this can be easily checked by cable, but if it went by air parcel post, getting this information is well nigh impossible.

Just one word of caution for the American visitor in Japan—take along plenty of business cards. The Japanese custom—a most helpful one, by the way—is to exchange cards even at the briefest of meetings. In my two weeks there I collected 283 of them—although I gather that some, particularly those of the girls in the offices, were intended for another American named Holden they thought to be my Cousin Bill.

• • •

MIAMI AIRPORT

(Continued from Page 11)

attention of Riddle Airlines executives, and from then on everything was easy. The whole show, with all its wagons and cages and paraphernalia, was flown to the island capital in a few hours, the elephant included, of course.

Just three or four years ago there appeared in *AIR TRANSPORTATION* an article about the activities of Ransa Airlines at Miami International Airport. At that time it was reported in awed tones that this airline was flying as many as 1,400 refrigerators a month to Venezuela.

On the basis of reports for the first six months of this year, Ransa is flying as many as 2,500 refrigerators a month. The record for one week was 900.

Less than two years ago Ransa's operations were limited to contracts with only 10 clients. Now it has won a scheduled cargo license, extended its routes in the Caribbean and has more than 500 clients.

One of Ransa's clients then was General Electric International. By warehousing for GE in Miami, the airline was able to give 24-hour delivery direct to the homes of Venezuelan dealers' customers. This arrangement still is in force, and Ransa has made similar deals with other clients.

Pan Am has a somewhat parallel operation. Goods arriving in Miami to or from Latin America can be held up to 30 days in the airlines' warehouse without charge awaiting instructions from consignees for forwarding.

Warehousing Furniture

On a spot check one day, it was found four shipments of furniture totaling 25,000 pounds were in the warehouse on such an arrangement. This furniture was in addition to numerous other varieties of freight awaiting word from consignees.

It is easier to see this development and its effect on the Miami market through the eyes of an airline, such as TAN, which operates in Honduras, El Salvador, Nicaragua, Peru and Ecuador. TAN's Southbound business for the first half of the year increased 18% over the same period of 1954, but its Northbound cargo operations rose nearly 30%.

These gains, according to C. N. Sheldon, executive vice president, largely reflect the growth in Miami of manufacturing and supply houses. He reports that Central American businessmen who formerly went north to make purchases now are signing orders with Miami firms.

Furniture and building supplies suitable for the tropics are moving to an economically-expanding Central America in ever increasing volume. Sales of electrical appliances to these areas are skyrocketing as more cities adopt alternating current for their power. (See *Airline With a Two-Way Job* in April, 1954 AT.)

Coffee and even lumber as well as Central American handicraft items are flown Northward. Strangely enough, TAN reports low-cost pine lumber is one of its most profitable Northbound cargoes.

Crewmen of small airlines always are on the lookout for business for themselves as well as their company. A pilot for Southern Air Transport, a nonskied all-cargo outfit, for example, was able to capitalize on the current

fad of acquiring pint-sized burros as pets.

During a few weeks in the first half of the year, the pilot purchased nearly 150 head of these animals weighing from 40 to 100 pounds in Colombia for resale in the United States. This windfall was in addition, of course, to the 500 head of cattle and other miscellaneous livestock Southern Air Transport flew to Colombia, and thousands of birds, monkeys, snakes and other wildlife handled on Northbound planes.

All the airlines tell the same story—of Latin America's frantic demands to improve herds with registered cattle and flocks with better breeds of chickens. Hardly any plane leaves for a Central, South American or Caribbean center without a consignment of baby chicks.

In the Winter, race horses are shuttled by air from one track to another regularly. Trainers report the thoroughbreds are able to run the day of their arrival. Most of these hops, in special flying stables, are from one to three hours distant.

Pan Am's cargo terminal at Miami handles an average of seven horses, one goat, four cows, two pigs and 10 dogs each month.

Consignments of beavers and minks are flown from the Canadian North woods to form the nucleus of a fur-bearing colony in beaver-less and mink-less Argentina.

These shipments only can be interpreted as further evidence of Latin America's requirements for more things as the peoples' economic position improves.

Perishables

Now the demand is increasing for such fresh vegetables and fruits as lettuce and celery, raspberries and cherries, heretofore virtually unobtainable in Latin America. Add white bread and fresh eggs to the list, particularly to oil-rich Venezuela.

Ransa reports it flies 10,000 pounds of fresh vegetables weekly to Caracas, and Pan Am describes similar cargoes. These are in addition to millions of packages of cigarettes flown by most of the airlines weekly from Miami to Latin America.

In the face of such a mushrooming traffic, the airlines are hard-pressed to obtain enough aircraft. C-46s and C-47s are still the most effective planes for Latin American runs, but their number is limited.

Ransa operates with 23 and Riddle has 21. Pan Am has about the same number of aircraft for its all-cargo business.

Traffic men regard the resurgence of industry in the Netherlands, Germany and Britain and their efforts to regain the Latin American markets only as a healthy competitive sign. They describe recently developed steamship service through the Caribbean in a similar light.

Free ports have been established at several points in the Caribbean. The Three Bays Steamship line, backed by Arthur Vining Davis, chairman of the board of Aluminum Company of America, has acquired 10 freighters to serve the islands, and has ordered construction of 10 more. By the same token, however, Davis also is reported to have invested heavily in Riddle Airlines.

Effect on Trucking

This tremendous air traffic to Latin America through Miami has forced domestic carriers into activity despite the competition offered by truck and rail lines. Several trucking firms have been created solely as a result of the aerial commerce to Latin America, and Miami International Airport is one of the few terminals with direct service to warehouses adjacent to runways.

The airport maintains its own switch engines on its own tracks, and airlines, geared for speed, avoid demurrage charges as they would the plague. Freight cars seldom remain at warehouses longer than the couple of hours required to unload them for transfer into waiting aircraft.

Despite this surface traffic, the three leading lines chiefly interested in passengers—Eastern, National and Delta-C&S—flew more than 12 million pounds of cargo, air express, and mail through Miami on domestic runs in the first six months of the year.

Riddle Airlines, an all-cargo carrier between New York, Miami and San Juan, totaled more than 10 million pounds, running 16% ahead of the same period in 1954.

Interestingly enough, sales offices of these lines seek out and help businesses which did not exist but a few years ago. Thus they are finding markets in the north for Miami growers of leechee nuts, mangos, papayas, sapadillos and other delicate tropical fruits.

Miami now is one of the world's greatest centers for the production of tropical fish. (See *Two Jumps Ahead of Competition* in May, 1955 AT.) Airlines say tropicals are one of their best cargoes and easiest to handle as a result of new packaging techniques.

Miami also is the nation's seventh garment center. While some of the airlines fly frocks in hampers, packed in cellophane or merely wrapped in

gummed tape, Riddle offers hanger facilities so dresses may move directly into shops without the need of repressing. (See *Go-Go-Go Airline* in May, 1955 AT.)

While all the lines haul cut flowers and perishable winter vegetables, Riddle also is able to concentrate on this business. On February 10 and 11, for example, Riddle flew 26 flights, carrying nearly a quarter of a million pounds of fresh vegetables.

This, however, was nothing compared to the traffic in cut flowers—lilies, glads and mums—last Easter. The week preceding this holiday, Riddle carried 361,659 pounds of flowers in 31 Northbound flights.

On the peak day, April 7, 132,889 pounds were moved in 11 flights.

Eastern, National and Delta admittedly are envious of such business, and are trying to get as much as they can with the facilities at hand. Only a skyrocketing passenger traffic has kept them from being more competitive, but they warn that before long they will be after freight as hard as anyone else.

National has succeeded in allocating some craft solely for cargo, and Eastern has been operating a fleet of Speedpaks. The 33-foot Speedpaks are cargo carriers attached to the belly of EAL's Connies. Capable of carrying 8,000 pounds of cargo, they can be attached or detached or detached from the plane in approximately two minutes.

This is a make-do arrangement of course. But then that's true of virtually every operation at Miami International Airport, where a \$20 million improvement program will get underway about the time this article appears. When the airport and the lines get on a truly businesslike basis, it's said, the air cargo traffic then will be something wonderful to behold. • • •

TRANSPORT PURCHASES

(Continued from Page 13)

Route	Miles	Hours	Min.
New York—Paris	3,750	6	35
New York—London	3,535	6	15
New York—Buenos Aires	5,415	11	15
Chicago—London	3,950	6	45
Tokyo—Seattle	4,770	8	32
Honolulu—San Francisco	2,420	4	30
Honolulu—Seattle	2,785	5	
Los Angeles—Guatemala	2,270	4	15

Cruising speed of both aircraft is 575 miles an hour at 30,000 feet. (Three days after the Pan Am order was announced, a Boeing 707 set a new transcontinental transport record when it flew from Seattle, Washington, to Andrews Air Force Base, Washington, D. C.—a distance of 2,340 statute miles

—in three hours, 58 minutes. Average speed was 592 miles an hour, but the plane reached a maximum of 620 miles an hour. The transport carried 10 people and considerable test equipment.)

The 707 will fly 104 passengers first class or 125 tourist; the DC-8 will carry 108 passengers first class or 131 tourist. There are no immediate plans to build all-cargo versions of the planes. Both models will be combination passenger-cargo aircraft. The KC-135, military sister ship of the commercial 707, has special fittings which will permit its use as a cargo transport.

Exact prices of the Boeing and Douglas jet airliners have not been disclosed. Estimated price per plane is slightly less than \$5 million, not including spares which would add more than \$1 million per plane.

Juan T. Trippe, Pan Am president, declared that the Boeing giants will be placed in transatlantic, transpacific, and South American service in the December, 1958-April, 1959, period.

Pan Am also has on order with Douglas a total of 33 DC-7C *Seven Seas* transports (cost, \$88 million), delivery beginning within the next few months. Propeller-driven aircraft, they will be the fastest and longest-range type in transoceanic service.

Blow to Britain

The sudden bursting on the scene of the two jet airliners is recognized as a hammer blow to Britain's hopes of making inroads on the American-dominated market with its *New Comet* jet transport. Pan Am previously ordered three *Comets*, and according to all available information the order still stands. The *Comet* is a smaller, substantially slower plane than the American jets.

It is anticipated that there will be considerable activity among the competing long-haul airlines to get on the bandwagon and place their orders for the Boeing and Douglas jets.

Lockheed Aircraft Corporation reported that orders by world airlines for four new-model transports during the first nine months of 1955 smashed all company records. It now enjoys its biggest commercial backlog in history (\$340.6 million), and the included commercial airfreighter backlog is at a new high (\$40 million). When 1955 opened, a total of 25 airlines had ordered or were operating Lockheed aircraft. Today the number of airlines stands at 31. The commercial transports currently produced by Lockheed include the *Super Constellation 1649A*, the *Super Constellations 1049G* (pas-

senger) and *1049H* (cargo), and the turboprop *Electra*.

TWA has ordered 24 and Air France 12 *Super Constellation 1049As*. Ten *Super Constellation 1049Gs* have been ordered by Eastern; four by Lufthansa; three by Air-India International; two each by Trans-Canada and Qantas; and five by airlines whose identities have yet to be disclosed. As for the *1049Hs*, Flying Tiger has put in its order for 10; Slick, five; and Seaboard & Western and Qantas, two each. The 452-mile-per-hour *Electra* has been purchased by two major United States carriers: Eastern, 40; American, 35.

Airfreighters for Tiger

Flying Tiger's recent order for 10 *Super Constellation 1049H* cargoplanes represented the biggest airfreighter order in commercial aviation history. Price of the fleet was reported to be \$20 million. According to Robert W. Prescott, Tiger president, the cargo-planes will enable the all-cargo line to lop two hours off its coast-to-coast schedules while capacity will be increased 150%. The main cabin is 83 feet long. Loading is possible through front and rear doors. The rear double door is 9' 4½" x 6' 2½". The main cabin cargo space and two lower compartments can accommodate 5,569 cubic feet of freight; this is nearly twice that of the average railroad boxcar. With a payload of up to 42,600 pounds and a speed of 335 miles per hour, the planes will start joining Tiger's fleet early in 1957.

AM TRANSPORTATION reported in its September issue that within a 48-hour period Lockheed received orders for seven *Super Constellation* airfreighters—five for Slick, two for Seaboard & Western. The orders represented an aircraft investment of \$11 million for Slick, and \$4 million for Seaboard. Both all-cargo airlines will begin receiving the new planes in January, 1957.

Eastern Air Lines, which places its faith in the passenger business and traditionally casts an uninterested eye at cargo, is entering into a five-year \$350 million expansion program for new equipment. The progressive series of orders includes, in what Eastern calls its transition stage, 40 DC-7Bs and 10 *Super-G Constellations*. In its "second step," the carrier has ordered 40 *Electras*; and when it is ready for its "third step," Eastern will introduce jets. Said Chairman Eddie Rickenbacker:

"At the present time our engineers have not yet completed their evaluation of the Boeing 707 or of the Douglas

DC-8 jet transport designs. Final decision will depend upon the warranties which can be made by both aircraft and engine manufacturers, particularly in terms of our specifications for speed, operating efficiency, safety, and a satisfactory low noise level."

Another new entrant in the big-transport field is the British Vickers 900 *Vanguard*. Planned for delivery in the Spring of 1960, the plane will be acquired by British European Airways. It will be a 425-mile-per-hour turboprop of 93-105 seats, with a range of up to 2,500 miles. The freight area is reported to be of "considerable dimensions." What those dimensions are has not been disclosed. BEA did not reveal how large a fleet of *Vanguards* it is planning to order.

The Vickers *Viscount 800* series—which offers more freight and passenger capacity than the *Viscount 700* series, already a successful medium-haul transport (Capital Airlines introduced it in the United States)—will be delivered to BEA next year. Currently, between five and six *Viscounts* are produced each month. A total of 250 are now in service or on order at Vickers-Armstrongs.

Commercial aviation has for some months been waiting for the introduction to international service of another British giant transport—the 100-passenger Bristol *Britannia*. BOAC has 33 of the turboprop planes on order (eight of them on option). The *Britannia*, at present, is undergoing trial flights.

The Convair Division of General Dynamics Corporation is well in the swim with its twin-engine Model 340 *Convairliners* and Model 440 *Metropolitans*. At last report, 52 *Metropolitans* were on order by airlines here and abroad, including National Airlines, Continental Air Lines, Sabena, Swissair, SAS, Aero O/Y, and Royal Cities Service Oil Company also has purchased one, the company stated. Sabena, with a dozen 440s ordered, made the biggest single purchase. SAS has purchased 11, National 10, and Swissair eight. A total of 35 United States and foreign air carriers are operating or have placed orders for Convair transports.

Jack Frye, who once headed TWA as its president and now serves as president and chairman of The Frye Corporation, has unveiled the model of his F-1, a four-engine, high-wing transport envisioned as a replacement for the old DC-3 workhorse. Stress is not on speed (it will cruise at 150 miles per hour and have a top speed of 170 miles per hour) but on safety, economy, and its ability to land on and take off from extremely small fields.

At a recent press conference in New York, Frye (he was one of the men who prompted the development of the amazingly successful DC series of transports) stated that the F-1 was designed from lessons learned from hard experience in past years. This prompted a return to light wing loading—about one-third to one-fourth that of the newest model transports—bringing a reduction in take-off and landing speeds. To be test-flown next year and produced the following year, the F-1 will be convertible from an airfreighter to a passenger liner or combination plane.

The cargo version will feature a clamshell nose and side loading doors at truck-bed height. The unobstructed interior will measure 40' in length, 10' in width, and 6' 6" in height. Payload will range from 8,000 to 10,000 pounds in short-field operations, and 10,000 to 14,000 pounds under less restricted conditions.

As a passenger transport the F-1 will carry 50 to 60 passengers. With the passenger load reduced to from 40 to 50 and a range of 250 miles, the plane will be able to operate in and out of tiny airports half the size required by the DC-3.

Utility, Not Speed

Frye pointed out that in the United States the plane started out as a luxury and gradually developed into a necessity. In many other parts of the globe, the plane is a necessity first, this because of undeveloped roads and poor or non-existent railway systems. Speed is relatively unimportant; the cost of airports is important. The designers of the F-1 had all this in mind when they went to work on it. Frye who had discussed the requirements for such a plane with airline men all over the world, had gathered data and specifications over a period of many years.

The F-1, Frye said, is a plane designed to perform the basic job of transportation. In the beginning, he admitted, his company was not out to sell the United States market. As work progressed, however, it began to appear that the F-1 might be useful in some limited domestic areas. He indicated that several feeder lines "are enthusiastic about it." Seven or eight foreign carriers have seen it, and according to Frye have responded enthusiastically, with such remarks as: "It is a good replacement for the DC-3," and "An airplane like this will revolutionize air transportation in our country."

The Frye Corporation expects to produce the F-1 in Europe and possibly in Latin America as well. • • •

LET'S CONSULT THE AIR SHIPPER

By WHITNEY BOWLES

Air Transport Specialist and Consultant on Related Problems



Facts and Figures

United States Airlines

Flying Tiger: A net income of \$400,188 for the last six months of its 1954-1955 fiscal year, ending June 30, was reported.

National: The airline earned its highest net operating revenue in its history during fiscal 1955, ended June 30. Net operating revenue were \$6,604,576 in contrast to \$2,987,761 last year. Net profit was \$3,075,778 (\$3.01 per share) as against last year's net profit of \$4,465,743 (\$4.42 per share).

Pacific Northern: New record highs were established during June and July. Cargo ton-miles during the two months reached 665,623, a 10% increase over last year's figures for June-July.

Pan American: A total of 480,690 pounds of cargo was flown over the Atlantic during the month of August. This represented a 44% increase over the same period a year ago. A 40% rise in transatlantic cargo is reported for the first eight months of 1955 as against the same period in 1954 (3,971,198 lbs. versus 2,835,172 lbs.) . . . Between August 15-September 17, the first five weeks of the new IATA transatlantic cargo rates, traffic jumped 59% (687,969 vs. 431,976 pounds).

Riddle: A total of 952,854 revenue ton-miles was flown during August, hauling 1,209,903 pounds of freight. During the first eight months of this year, Riddle transported 12,513,224 pounds of freight . . . Operating revenue for fiscal 1955, ended June 30, was \$3,279,301, compared with \$2,296,998 in fiscal 1954. A net profit of \$416,231 before taxes. Net income after taxes totaled \$359,231, as compared with loss of \$11,672 the year before.

Slick: A record total of 4,320,379 ton-miles of freight was flown during September—14% more ton-miles than the cargo airline's previous record for the month set four years ago, and 10% higher than the August mark. These figures are exclusive of Slick's charter volume.

Seaboard & Western: Net earnings of \$551,031 after taxes (93¢ per share) were reported for the third quarter ending September 30. Gross revenues for the third quarter (\$5,919,976) were at an all-time high. Gross revenues for the January-September period reached \$13,514,562, as against \$4,099,753 for the same period of 1954.

United: August freight ton-miles (4,043,000) climbed 16% over the August, 1954, total. Express ton-miles (1,125,000) was up 3%. A record of 185,064 freight ton-miles was established on August 24. Old single-day record was 179,852, set last May 26.

Foreign Airlines

BOAC: Here's a new all-time high for revenue cargo on the British air carrier's United States-Britain routes: 150,600 pounds. This represents a 28% increase over June. Westbound total was up 30.4% over the previous month, and Eastbound increased 26.3%. These figures cover only scheduled flights.

KLM: During the first-half of 1955, 18,493 tons of freight and 2,979,489 tons of mail were flown. This compares favorably with the first-half of 1954 freight total of 15,069 tons and mail total of 2,876,748 tons.

(Continued on Page 90)

Sabena: The report for the year 1954 shows that freight traffic increased to a greater extent than passenger traffic. Freight accounted for 27% of the total tonnage carried.

Air Freight Forwarders

Emery: Net income for the six months ended June 30 was \$128,200, equivalent to 39¢ per common share. Last year's total for the same period was \$23,600, or 7¢ per share. Gross revenue rose from \$2,475,600 (96,169 shipments) to \$3,197,300 (116,019 shipments).

Aircraft Manufacturers

Lockheed: Sales in the first half totaled \$372,751,000, slightly lower than the corresponding period last year but up 13% from the previous half. Earnings as of July 3 were \$9,089,000, or \$3.21 per share.

Interline

Seaboard & Western: Interline cargo agreements have been signed with three important carriers of air freight—**American, United, and BOAC.** In the case of American and United, the agreements make it possible for shippers in coastal and inland cities served by the two domestic air carriers to make transatlantic shipments on a single airwaybill to Seaboard terminals in Western Europe and the Middle East. Similar benefits are gained on Westbound freight movements across the Atlantic to the points served by the two transcontinental airlines. The agreement with BOAC represents the first time a foreign carrier has signed such a pact with Seaboard. Here, too, the use of one airwaybill will come into play in the movements of cargo over BOAC's routes and Seaboard's services.

International Air Transport Association

A Traffic Conference No. 1 decision has raised the ceiling on cargo agency appointments in that area in order to permit the certification of more cargo sales agents. This will allow a limited number of new cargo agencies in 1956. Of interest to cargo agents are changes in IATA rules for accounting procedures and follow-up which have been designed to make the billing process more realistic and flexible. IATA has reformed its policy against the certification of non-commercial organizations, either public or private, as sales agents. This, in effect, bars the recent suggestion that the United Nations be so recognized.

Materials Handling

Caloric Stove Corporation of Topton, Pennsylvania, has solved a costly handling problem by equipping a 2,000-pound capacity Towmotor fork lift truck with special tapered, polished, and waxed forks. These job-planned forks permit one-man transportation and storage of heavy, unpalletized packing cases, and later removal of the cases from storage for shipment. To accomplish this, the forks are waxed so they will slip easily under the boxes, eliminating the need for pallets. The use



of polished and waxed forks is just one of the fork lift truck handling operations that have helped reduce handling costs 66% for Caloric Stove. This finished product handling method and other materials handling methods throughout the plant, are described in a four-page folder available on request. (See *Come 'n' Get It*, Item No. 42)

Military Transport

The first of Lockheed's 33 "triple duty" C-121C *Super Connies* was phased into MATS transatlantic operations last month. Assigned to the 1608th Air Transport Wing at Charleston, South Carolina, the big ship can be converted from a 75-passenger transport to a 14-ton capacity airfreighter or hospital plane in a maximum of four hours. Top takeoff weight of the 116½-foot transport is 133,000 pounds. Wingspread is 123 feet. The *Super Connie's* all-magnesium floor is sturdier and stronger than its wooden counterpart.

New Offices

AVIANCA

New York—United States headquarters have moved from the Chrysler Building to 342 Madison Avenue.

BOAC

Philadelphia—A new sales office has been set up on the 15th floor, 3 Penn Center. Jack H. Candy is Philadelphia district sales manager.

EMERY AIR FREIGHT

Columbus—An office has been opened in the Administration Building, Port Columbus Airport. Under the management of Thomas L. Gaghegan, it is the 30th office in the company's system.

JAPAN AIR LINES

Washington, D. C.—The seventh district office has been opened at the corner of K and 15th Streets. Charles S. Hagerdon heads the office as district sales manager.

LUFTHANSA

San Francisco—An office has been opened at 323 Geary Street. It is headed by Captain Fred C. Mensing, commercial advisor.

Packaging

The IATA Traffic Conference has completed the IATA Restricted Articles Code, the first universal agreement in transport history on the packaging, labeling, and stowing of goods requiring special handling. The Code probably will become effective throughout the world by the beginning of next year.

National Container Corporation has announced a new paperboard product called Fanfold. It is a continuous sheet for custom packaging, in lengths specified by the customer and in bundles folded lap on lap accordion style. Fanfold is presented as the solution to the problem of the shipper with a variety of products of varied shapes and sizes, who would otherwise be required to stock a multitude of box sizes and even then would not provide fully for his needs. Custom pre-scored longitudinally according to individual specifications, Fanfold makes packaging of odd shapes and sizes easy. A single fold can be formed into a wide range of dimensions.

Fanfold, marketed exclusively by National Container, comes in bundles of 1,400 to 1,600-foot lengths in the single wall board and in 800-foot lengths in the double wall board. The folds can be specified in any dimension within the range of four to eight feet in lengths and 78 to 85 inches in widths. It can be furnished in all grades of corrugated board both single and double wall. By the use of Fanfold there is a saving in individual package costs. National Container points out, because the board is purchased at bulk paperboard prices. In addition there is a saving on delivery and handling costs because bundles weigh less and are more easily handled than the equivalent in corrugated containers of the conventional type. Freight, express, and parcel post charges are less because there is no extra board used. (See Item No. 55, *Come 'n' Get It*, in this issue.)

Rates

Riddle: Effective November 16, Riddle Airlines will reduce New York-to-Miami freight rates by from 12% to 14% on 58 different commodities. Charles L. Hood, vice president-sales who made the announcement, further stated that two weight breaks have been added with reduced rates at 5,000 and 7,000 pounds. Rate reductions apply to such commodities as wearing apparel, aircraft parts, cosmetics and drugs, electrical equipment, and/or parts, fabrics, printed matter, shoes, sporting goods and/or equipment, and toys. Hood expressed the belief that the rate-slashing move "will make air freight economically feasible and inviting to a broad new group of shippers who have not used air freight extensively from New York to Miami in the past."

American: A new class of air freight service—deferred air freight—has been proposed by American Airlines in a tariff filed with the CAB. Deferred air freight would be hauled at new and substantially lower rates, C. P. Speers, senior vice-president—sales, said.

The proposed new class of air freight has been attacked by United Air Lines as being "discriminatory" and has charged

that costs would be out of line with the rates.

Speers said that deferred air freight service was aimed at providing a more rapid service than normal surface transportation at comparable rates. He said that "it is made possible because shipments will utilize the large cargo capacity on our many DC-7 transcontinental passenger schedules. Tariff conditions are designed to attract a special kind of shipment which can be accommodated on these aircraft." The service offered by the transcontinental airlines will apply to both directions. Deferred air freight service, it is hoped by AA, will attract new traffic now moving by surface means and will divert little from existing air cargo traffic (air freight, air express, and air parcel post). Following are the conditions governing the proposed service:

► Shipments originating on the East Coast will not be released to the consignee on the West Coast until 5 p.m. of the second day following shipment.

► Shipments originating on the West Coast will not be released to the consignee on the East Coast until 5 p.m. of the third day following shipment.

The new service is subject to the following general regulations and rules, applicable to each shipper:

(a) That shipments shall be distributed over at least five consecutive days in such manner that (1) a minimum of 15% of the five-day total must be shipped on each day; that (2) no more than 25% of the five-day total may be shipped on any one day, and that (3) a minimum of 500 pounds per day be shipped.

(b) Maximum weight of any single package will be 100 pounds, and maximum dimensions of any single package will be 24 by 36 by 45 inches.

(c) *Rates*: *Eastbound*—Los Angeles to New York, \$12 per 100 pounds; San Francisco to New York \$12.50 per 100 pounds; Los Angeles to Washington, D. C., \$11 per 100 pounds; San Francisco to Washington \$11.50 per 100 pounds and Los Angeles to Chicago, \$10 per 100 pounds. *Westbound*—New York to Los Angeles \$15 per 100 pounds; New York to San Francisco \$15.50 per 100 pounds; Washington, D. C. to Los Angeles \$14 per 100 pounds; Washington to San Francisco \$14.50 per 100 pounds and Chicago to Los Angeles, \$13 per 100 pounds.

International Air Transport Association: The new system of North Atlantic cargo rates which went into effect August 15 (see August, September, October issues of AIR TRANSPORTATION) has been revaluated by the IATA Traffic Conferences until December 31, 1956 with minor changes. The Commodity Rates Boards for the North Atlantic route have been instructed to analyze closely the results of the new system, which offered air shippers substantial reductions within the framework of 48 broad categories of commodities.

Air cargo rates remain largely unchanged elsewhere in the world. There have been increases in approximately 5% on the South Atlantic route; and rates between Europe and the Middle and Far East, not including Australia and New Zealand; and from Europe (southbound only) to points in Africa. In other regions the normal structure of specific commodity rates will be continued; however, several of the Commodity Rates Boards will be amalgamated for the purpose of improved efficiency. The latter have been instructed to seek greater uniformity in commodity

descriptions as between the various areas.

The Cargo Development Working Group, which IATA set up a year ago to develop a campaign to expand air cargo traffic, has been renewed. It is understood that the Group will be enlarged and will be composed of senior executives of airlines operating at least one all-cargo service weekly. Said Hugh B. Main, chairman of the Traffic Conference:

"It has been changed to concentrate on broad policy, rather than on rating and documents. They will be asked to think in very broad terms of how we can carry far larger cargoes over a very long future. They will also be asked to reduce the complexity of cargo rating and selling, so that the man in the street will not only realize the advantages of air cargo, but will be able to understand how to use it as well."

Pan American: Pan Am and a group of small Caribbean air carriers known as the Caribbean Air Transport Association will discuss suggested compromises to prevent what might turn out to be a cargo rate war on routes connecting Florida and Central America. Whatever decisions arise from these talks must necessarily be approved by the CAB.

Services

United States Airlines

Brannif-United: Through service between the Southwest and the Pacific Northwest has been reopened. Service calls for a daily DC-6 flight between the Northwestern cities of Seattle-Tacoma and Portland and the Southwestern cities of Oklahoma City, Dallas, and Houston. Intermediate stops are at Boise, Salt Lake City, and Denver.

Capital: A new nonstop service has been opened between Atlanta and Norfolk on flights also serving Baltimore, Washington, and Newport News.

Flying Tigers: Daily scheduled air freight service has been opened between Minneapolis and Newark. Departure from Minneapolis-St. Paul is at 6:45 p.m. with next-morning arrival at 9:35 a.m. Flight is routed via Milwaukee, Detroit, and Cleveland. C-46 equipment is used.

National - Pan Am - Panagra: Daily through service between New York, Washington, Miami, Panama, and nine South American cities is now in effect. The CAB-approved interchange agreement brings the flights over National's New York-Washington-Miami route, Pan Am's Miami-Panama route, and Panagra's Panama-Buenos Aires route. South American cities served include Cali, Quito, Guayaquil, Lima, La Paz, Santiago, and Buenos Aires.

Northwest: Direct service between New York and Chicago opened October 30. There are 10 flights a day—four Eastbound, six Westbound.

Pacific Northern: Service to Ketchikan and Annette Island has been opened. Constellation equipment is used.

Pan Am: Through flights by Constellations between Mexico City and Panama have been inaugurated . . . Constellations have replaced Convairs on the route segment between El Salvador and Panama . . . Direct flights between New York, Ciudad Trujillo, and Port au Prince are now in operation.

TWA: Another transatlantic all-cargo

flight has been added to TWA's international schedules. European points served on the Eastbound schedule are Shannon, London, and Frankfurt. Westbound flight departures from Paris . . . one-plane intercontinental air service from California to London and Frankfurt with Super-G Constellations is scheduled to be inaugurated November 1. Super-Gs will fly non-stop from San Francisco and Los Angeles to New York, from which point they will hop to London. Service will continue to Frankfurt. Time-saving on the California-Frankfurt run will be four hours. Total elapsed time for the 6,000-mile flight from Los Angeles to London will be 21 hours, five minutes. Departures from San Francisco will be every Friday, from Los Angeles every Sunday. Return Westbound flights originate on Wednesdays and Fridays.

United: Nonstop scheduled between the Pacific Northwest and the Midwest was opened October 31 with daily nonstop flights from Portland and Seattle-Tacoma to Chicago. DC-7 transports are operated.

Foreign Airlines

BOAC: Another all-cargo flight has been added to the London-Far East operation. The airfreighter leaves London Airport every Sunday at 10:50 a.m., en route to Singapore. Intermediate stops are at Tripoli, Cairo, Bahrain, Karachi, Delhi, Calcutta, and Bangkok . . . The four-weekly Manchester transatlantic services are now operating through Burtonwood Airport, near Manchester, on a temporary basis.

Japan: As of November 1, Westbound flights depart San Francisco every Tuesday, Thursday, and Saturday at 11:30 a.m. Arrival at Tokyo International Airport is at 9:30 a.m. Thursdays, Saturdays, and Mondays. Eastbound flights leave Tokyo at 9:30 p.m. Tuesdays, Thursdays, and Saturdays, arriving at San Francisco at 9:40 a.m. Wednesdays, Fridays, and Sundays.

Trans-Canada: Two more Viscount schedules have been added to the New York-Montreal service, bringing to 10 the number of Viscount flights daily in and out of Idlewild. In addition, there are 10 Viscounts daily between New York and Toronto.

LET'S CONSULT

(Continued from Page 88)

So it is with air freight. As an emergency measure infrequently used, it is likely to be more expensive than other regular means of transportation. As an integral part of a regular method of merchandising and distribution, it can be the means of very real ultimate economies and competitive advantages.

Many companies use a good deal more air transportation than they realize. They use it regularly in the form of air mail, air parcel post, "emergency" air express and air freight shipments, from time to time. Frequently such use of air transportation is made without any overall policy or method of procedure, sometimes even without real awareness of the very large extent such services are used on a regular basis, or accurate knowledge of the overall total cost.

This can result in the total cost for all such services being higher than they should be. A situation of this kind can also result in a firm paying for what they believe to be premium service which they do not actually get. Put another way, effective integration of such use of air transportation can result in getting better service at less cost.

For example, some months ago a major appliance manufacturer, who regularly uses air freight in foreign trade, concluded that his air freight costs were out of proportion to the services being rendered. The traffic manager, alert to the competitive advantages of air, but also aware of the costs under circumstances such as those described, decided to obtain a specialist in this field to make an analysis of these costs, recommendations for routing, and to develop the possibilities for consolidation of air freight, air parcel post and air mail, in so far as possible, to the firm's far-flung markets throughout the world.

The results were most interesting. They were not only interesting, they saved the company approximately 30% in overall air shipping costs. At the same time, they resulted in the company's getting more for its air freight dollar in terms of better and more efficient service—a double savings in air transportation.

Study of this company's use of air transportation services covered a cost comparison of rates and charges applicable by the various routings and choice of carriers, direct and indirect, and freight forwarder services available to destinations used. A service comparison also was made of the various routings and handling available on the same basis. Paperwork was studied and its attendant costs analyzed according to alternative handling available. Pick-up service and costs were similarly studied. And finally, careful study and analysis of all handling procedures and techniques were made.

Significant Savings

The result was a savings of 17% in air freight charges, 35% in pick-up costs, about 20% through consolidation of air mail, air parcel post and air express, plus savings in cost of paperwork and documentary charges for an overall total savings of almost 30% in airshipping costs. A further result was establishment of handling procedures which not only represented the lowest combination of cost factors, but the best available service consistent with realistic economy.

Effective application of air transportation in merchandising and distribu-

tion requires careful consideration of the way in which it is used. Methods and procedures are all important, for there are several approaches to the problem all of which are effective for their given purpose. They are not, however, all effective or the most economical in all situations. The difference lies in the particular set of conditions and requirements combined in a given merchandising-distribution situation.

Basically all air transportation is performed by the airline—the direct air carrier—but as in surface transport, air transportation has its indirect air carriers: the consolidators and the air freight forwarders.

An air freight shipment, therefore, is susceptible to handling in one of four distinctly different ways:

► Directly by the airline—the direct air carrier.

► By the consolidator—the indirect air carrier.

► Through an air freight forwarder, as agent for the airline.

► Through a combination of the air freight forwarder as agent for the consolidator, who in turn puts the shipment on the direct airline carrier as part of a consolidation.

Each method of handling has its own advantages and economies when prop-

erly used under appropriate applicable conditions. All applicable factors should be considered in making the most effective and economical application of air freight to a given merchandising or distribution problem.

Consideration of these factors is more complex than a simple choice of method, for there are frequently several services to choose from which differ in rates and services offered. Certain services are also better to certain destinations than others. This is not to say that using air freight is complicated. It is not. In fact, in many ways—particularly paperwork—it is far simpler than surface transport.

Complexity arises in making the most effective application of air transportation, and choice of services and procedures used. That is why many firms find it most effective and economical, as in other fields such as accounting, advertising or law, to utilize the services of a consultant who specializes in such matters.

With possible savings of as much as 30% in your present air shipping costs, as well as its other basic cost-cutting competitive advantages, can you afford not to take another, closer, look at air transportation as an integral part of your merchandising and distribution procedures? • • •

NEW EQUIPMENT FOR THE *Shipper & Carrier*

GorDag Industries, Inc.: Complete elimination of waste, fast and accurate application and simplicity of operation are three features of the Tape Rite applicator, a new one-hand dispenser for all pressure-sensitive tapes, the manufacturer reports. The Tape Rite can be used wherever mask-



ing, sealing or joining tape is required. Tape pays out of the applicator and is firmly attached to the job surface by a

resilient steel "finger"; when the correct point is reached, the unit is rolled over, and the serrated edge of the "finger" cuts the tape in the desired spot. Tight construction of the Tape Rite keeps tape clean and moist, the manufacturer states. The tape cannot be twisted or snarled, and economy is claimed because of waste elimination and ease and speed of application. Made of steel and finished in green metallic enamel, the unit will accommodate tape $\frac{3}{4}$ " or 1" wide with a standard 3" core. Weight is only 12 ounces. See Come 'n' Get It, Item No. 25.

Lipton Manufacturing Company, Inc.: A new heavy-duty gummed tape dispenser called the Seal-O-Matic 55 for reinforced as well as regular tape has been developed by the company. The machine is built for heavy shipping and complies with Rule 41 Amended, which allows two strip center-seam sealing with reinforced tape. The Seal-O-Matic 55 will automatically dispense, moisten, measure, and cut reinforced gummed tape in lengths adjustable from 2 $\frac{1}{2}$ " to 36" in one stroke. The easy-to-set feed stop and visual measuring scale on the front of the machine reduce to a matter of seconds the time required to set the automatic dispenser to the exact length of tape required. This model has about half the number of parts commonly found in machines of its class. Jamming of tape is impossible. A side bottle maintains water level in a large tank. Completely enclosed except for small viewing windows in the rear sidewalls, it is a compact unit which takes up little bench space and can be moved readily from spot to spot. Operation is further simplified by a self-adjusting moistening device, with two heavy-duty, pure bristle

brushes and a large reservoir with visual level. All parts in contact with water are described as fully rustproof, made either of aluminum or brass. The model also includes a lifetime stainless steel blade.

Mercury Manufacturing Co.: A hand truck, suitable for all light duty work, has been developed by the company. Besides general warehouse and industrial use, it can be used in shipping rooms, freight terminals, etc., and it can also be equipped with towline attachments for both overhead and under-floor conveyor lines. The new hand truck, designated as Model A-209MD, has a capacity of 1,500 pounds. The deck and longitudinal channel sides are formed of 12 gauge sheet steel with 2" channel iron (both longitudinal and transverse) providing intermediate support. Wheels are 8" x 2" metal base with demountable rubber tires, felt sealed bearings and one piece hub assembly. Tires have a steel base backing for easy replacement. Standard deck size is 32" wide x 72" long x 12" high. Also available is the 32" wide x 40" long deck size and 6" x 2" wheels.

American Pulley Co.: An important design refinement on certain models of the company's all-steel, two-wheel hand truck line is announced. Affected by this design change are 17 sizes and models of American hand trucks for handling a great variety of products including boxes, barrels, and bags. These trucks, heretofore of bolted construction, will now be manufactured as complete welded units, thus forming smoother, more rigid trucks. Wheel sizes and axle locations have been changed in some models, providing better balanced, easier-rolling trucks, and making it possible to "break" loaded trucks with little effort. In addition, these trucks are now equipped with smooth, sturdy pressed-steel noses for greater strength with less weight. It is emphasized by the manufacturers that these redesigned trucks do not make obsolete any American trucks now

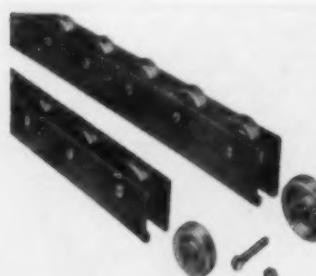
in the field or in distributor stocks across the country. This is a design refinement, retaining all of the basic, well-accepted features of the American line.

Rapids-Standard Co., Inc.: A new permanent-type support stand for mounting gravity and power conveyors to the floor has just been announced by the company. Called Rapistands, the new supports have telescoping steel legs for height adjustment, secured by four serrated nuts for rigid, safe operation. The Rapistands can



be had in a variety of widths to match conveyor sizes, and in choice of height adjustments to meet job conditions. Capacities range from 2,000 to 4,000 pounds per stand depending on size. The new Rapistand replaces the former slotted stand for permanent installations of Rapistan conveyor equipment.

Another new product of the company is a lightweight gravity wheel strip conveyor called Rapistan Flow Track. It is available in two standard sizes, each with a choice of three wheel spacings for handling a wide range of materials. An exclusive Flow Track feature is the method of wheel mounting to give two-point axle



support that provides maximum resistance to bending under loads. Hug lock nuts hold wheel assembly securely, and wheel bearings are lubricated for life to roll smoothly for years without maintenance. A standard 10-foot section of Flow Track with supports on five-foot centers has a distributed load capacity of from 400 to 750 pounds, and weighs only 15 to 24 pounds for easy set-up and storage. The new Flow Track has wide application for handling packages, cases, cartons, pallets, sheet stock, cylindrical objects and many other materials. It can be used with other types of conveyor, may be mounted on stands, laid on the floor, or set on work

benches to reduce manual handling. See Come 'n Get It, Item No. 24.

Milwaukee Truck Co.: A new magnesium metal hand truck, reportedly strong as steel but weighing one-third less than comparable trucks made of steel, has been introduced. Because of the extreme light weight of this truck, the company says, more material can be moved faster, saving hours and dollars in handling time and cost. Named the load floater, the magnesium truck is particularly suitable for use on delivery vehicles. Its light weight makes for effortless lifting on and off the truck. Loads are moved faster and easier. The U-shaped handle provides a handy device for hanging the load floater when not in use. It has a full 45½" loading height and 7" x 14" nose plate, to handle heavy loads. The curved offset handle permits full-height loading of the truck, as well as protection for the trucker's hands.



The Load Floater is constructed of shock resistant magnesium. Sturdy bolted construction provides maximum durability and service life. Model MT1 is equipped with big 8" x 2.50" puncture-proof tires for use on rough or soft surfaces. Model MT2 is equipped with 6" x 2" puncture-proof tires for use on smooth surfaces. Both styles of wheels are fitted with free-rolling ball bearings for additional ease of operation.

Bassick Co.: A new impact-proof clamp for transit cases, shipping and storage containers has been announced by the company. Unlike over-center or cam-action clamps, the new clamp—with multiple 70-pound springs to cushion shocks—has suc-



cessfully passed the severe drop and tumbling tests required, according to Bassick. The springs are never overstressed in (Concluded on Page 94)

MICRO-SWITCH

MICRO-SWITCH is distributed by PEERLESS. MICRO-SWITCH precision switches are small in size, high in electrical capacity, long in life. TS toggle switches give superior performance as well as conforming to AN and/or JAN specs. MICRO-SWITCH is one of dozens of major manufacturers who select PEERLESS as a Distributor.

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- 23** Complete details on a hand truck suitable for all light-duty work. Capacity of truck is 1,500 pounds.

24 Information on a new light-weight gravity wheel strip conveyor which can handle an extensive range of materials.

25 Information on an improved-type one-hand dispenser for all pressure-sensitive tapes.

26 Here's a new bulletin describing and illustrating the 6,000-pound capacity Mercury Model 630 sit-down, center control fork truck.

27 New all-freight schedules of the Flying Tiger Line.

28 *How's Your Air View IQ?* is an interesting booklet containing aerial photos of a number of United States cities, coupled with some arguments on why to use air express.

29 Descriptive material on the Barrett Model TTF-20 Hi-Lift walking-type telescopic tilting fork truck, designed for the economical moving and storing of pallet loads.

30 How to get an extra dividend from the money you spend on your postage will be found in the helpful and interesting handbook, *Guide to Postmark Advertising*.

31 Here's a four-page illustrated bulletin which shows the features and uses of one manufacturer's overhead trolley conveyors.

32 Now available is an interesting broadside which provides 24 cost-cutting ideas with industrial trucks, taken from all major industries. Standard-type and specially designed models are covered.

33 Are you thinking of adding a lift truck to your materials handling equipment? You may want to consult the reprint, *How to Select a Lift Truck*.

34 Shippers of products weighing up to 100 pounds may be interested in reading a new brochure illustrating the various uses of a semi-automatic round steel strapping machine reportedly capable of 15 ties per minute. Illustrated uses range from the strapping of corrugated cartons to newspapers and welding rods.

35 New single-page bulletin describing and illustrating a low-cost gravity wheel conveyor strip. Shows how conveyor strip can save handling costs four different ways.

36 Designed for shippers and users of international air freight, here's BOAC's new booklet providing air cargo rates on the airline's transatlantic services. Gives concise listing of BOAC's normal rates from New York to 133 overseas points. Also outlines collect and COD services, valuation charges, insurance premiums, commodity rates, etc.

37 Illustrated bulletin giving one manufacturer's complete line of magnesium hand trucks. Includes specifications, technical data, and a hand truck selection plan.

38 How does modern materials handling equipment pay for itself out of its savings? Here's an interesting little folder which provides all the details.

39 Planning a trip to another country? Ask for this valuable folder which lists import regulations, weights and measures, foreign money regulations, and currency conversion.

40 Sample copy of the *American Import & Export Bulletin*, leading foreign trade monthly. Features vital data, news, and articles.

41 Illustrated brochure on a magnesium hand truck designed to ease heavy loads up and down stairs and curbs with minimum effort.

42 An interesting materials handling job study which shows how a manufacturer of stoves was able to reduce handling costs 66% through the use of a fork lift truck.

43 Descriptive material on the Mohawk Midgetape, pocket-sized, battery-operated tape recorder, which has been found by traveling business executives to be extremely useful in a variety of ways. Will record important data, dictated letters, conferences, etc.

44 Here's a handy little currency conversion calculator, together with another calculator for weights and measures. Excellent for the shipper.

47 Air Express International Corp.'s new memo tariff which lists 50,000 air cargo rates to all world destinations. Reputed to cover a wider range of commodities than any other carrier.

48 Ask for Air France's tariff showing reduced specific commodity rates.

49 Booklet describing the air freight services jointly offered by KLM Royal Dutch Airlines and American Airlines.

50 We recommend this handsome 64-page booklet, *Picture of an Airline*, which gives you the complete story of one of the world's top international air carriers, KLM Royal Dutch Airlines. Well-illustrated.

51 Available for group showings is United Air Lines' new color-sound motion picture, *Points East*, which offers an interesting cross-section of the Eastern United States.

52 *How to Get the Most Out of Your Trip*, is the title of a series of seven pocket-sized booklets which will tell the traveler how to get the most out of his trip. The booklets cover the countries of Panama, Colombia, Ecuador, Peru, Bolivia, Chile, and Argentina.

53 Available to shippers, Seaboard & Western Airlines' North Atlantic Air Freight Tariff Memo.

55-11

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122	123	124	125	126	127	128	129	130	131	132

New Items This Month

It is the policy of the editors to retain each **Come 'n' Get It** item for a period of three months.

The items added this month are numbers 43 to 63 inclusive.

45 A well-known international freight forwarding firm is offering an eight-inch plastic ruler. Good pocket-size.

46 Case histories of bulk packaging are illustrated in a newly issued brochure. Cites specific benefits and economies which have resulted from adopting "dry containers."

47 Air Express International Corp.'s new memo tariff which lists 50,000 air cargo rates to all world destinations. Reputed to cover a wider range of commodities than any other carrier.

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Available to shippers, Seaboard &

53 Western Airlines' North Atlantic Air Freight Tariff Memo.

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122	123	124	125	126	127	128	129	130	131	132	

54 Information on Barts' air service to the Caribbean and Brazil.

55 Interesting booklet on Fanfold, a new paperboard product for custom packaging. Presents the answer to numerous packaging problems of shippers.

56 Here is a new bulletin which specifies the advantages of Raymond's heavy-duty electric Reach Fork Truck.

57 Want to know about international air parcel post? Ask for *How to Make Your Business World Bigger*.

58 Attractive, four-color folder describing in detail the new KGA51 series of industrial lift trucks with Yale Torque Transmission.

59 New six-page bulletin describing Baker-Hausing's line of battery-powered fork trucks.

60 Here's the first of a series of "fact folders" designed to help in the selection of the right materials handling equipment for specific operations. This one is on Towmotor's new 500 Series of fork lift trucks.

61 Wall-size map of the United States in color showing TWA's air cargo routes, including interline points. Inset also shows the airline's overseas routes. Excellent for all shippers.

62 Leatherette-bound *Memorandum Tariff and Destination Guide* of Pan-Maritime Cargo Service, Inc., containing information on documentary requirements of various countries as well as a comprehensive schedule of lower-than-airline cargo rates to all destinations.

63 Want to receive an interesting monthly bulletin devoted to current news of the air charter market? Concise, newsy, and loaded with information for all individuals concerned with the effective transportation of merchandise.

120 *Package Laboratory News*, an eight-page booklet illustrating a variety of outstanding packaging jobs.

121 Interested groups may wish to borrow one or more of five interesting 16 mm. color films. Titles: *Along Japan's Highway; Holiday in Japan; Gateway to Japan; Kimono; Colorful Nikko*.

122 The 1955 *New York State Airport Map and Directory*, showing 263 landing facilities and 700 air-marked communities.

123 The 1955 edition of the *Pennsylvania Aeronautical Chart*, featuring Omni Stations and Airways.

124 Here's a new eight-page brochure illustrating and describing the application of the steel strapping equipment and accessory items of one manufacturer.

125 Air Cargo Memorandum Tariff of Sabena Belgian World Airlines.

126 Enlightening area study on Ecuador, part of a series of reports on *Government's Role in Latin America's Development*.

127 Here's another one of those excellent folders produced by the Air Express Division of REA. This one is called, *Whodunit?* It's a capsule commentary on notable achievements in graphic arts."

128 All about Pan American World Airways' Family Fare Plan—this one written with the woman in mind.

129 New 28-page catalog showing the complete line of Rapistan casters and wheels for light- and heavy-duty use on all types of portable equipment.

130 Nine persons tell how they saved mailing time, cut postage costs, and gained a new postal convenience with metered mail. Read *What's Right with This Picture?*

131 New bulletin which lists the complete range of Baker-Hausing industrial trucks.

132 Descriptive literature and tariffs of American Shippers, Inc., domestic and international air freight forwarders.

NEW EQUIPMENT

(Continued from Page 92)

use. Featuring a large locking pick-up range, the clamp doesn't require precise mounting. It operates easily and positively under all weather conditions—even when iced up.

Sturdy and compact, this lightweight fastener is currently manufactured for recessed applications, but the design can be modified for embossed or ribbed installation.

Hamilton Caster & Mfg. Co.: A heavy-duty freight truck designed specifically for freight handling in terminal, dock, warehouse and freight carrier operations, has been introduced. The hand truck



combines compactness with heavy duty construction for applications where rugged service is required and where various size and shaped cases, crates, bundles, etc. must be carried. Constructed of hardwood and steel, the truck is equipped with either semi-steel or molded-on rubber-tired wheels. Increased capacity and efficiency in handling merchandise of various shapes and sizes is accomplished by two additional vertical center straps extending up to an extra cross strap at the top. Rated load capacities are 1,000 to 1,800 pounds.

Titan Products Co.: A newly developed one-ton capacity expendable paper pallet has just completed extensive field and laboratory testing, and will shortly be introduced for material handling, shipping, and warehousing use. The design and principle of the Titan pallet is completely new. It utilizes engineering and manufacturing methods that are claimed to give it full rigid deck strength and economic advantages never before available in an expendable pallet. The Titan unit can be loaded, secured and handled in every way currently employed for wooden pallets. Due to the nature of the paper used, it provides an extremely high sanitation factor, particularly important in the food field. The Titan pallet is delivered "knocked down" so that in storage, it occupies approximately 25% of the space required by ordinary pallets. It is easily folded and wire stitched or stapled as needed. This assembly normally takes about 30 seconds, or about the same time needed for readying shipping cartons and containers. Each pallet will adequately support at least 2,000 pounds, and can be

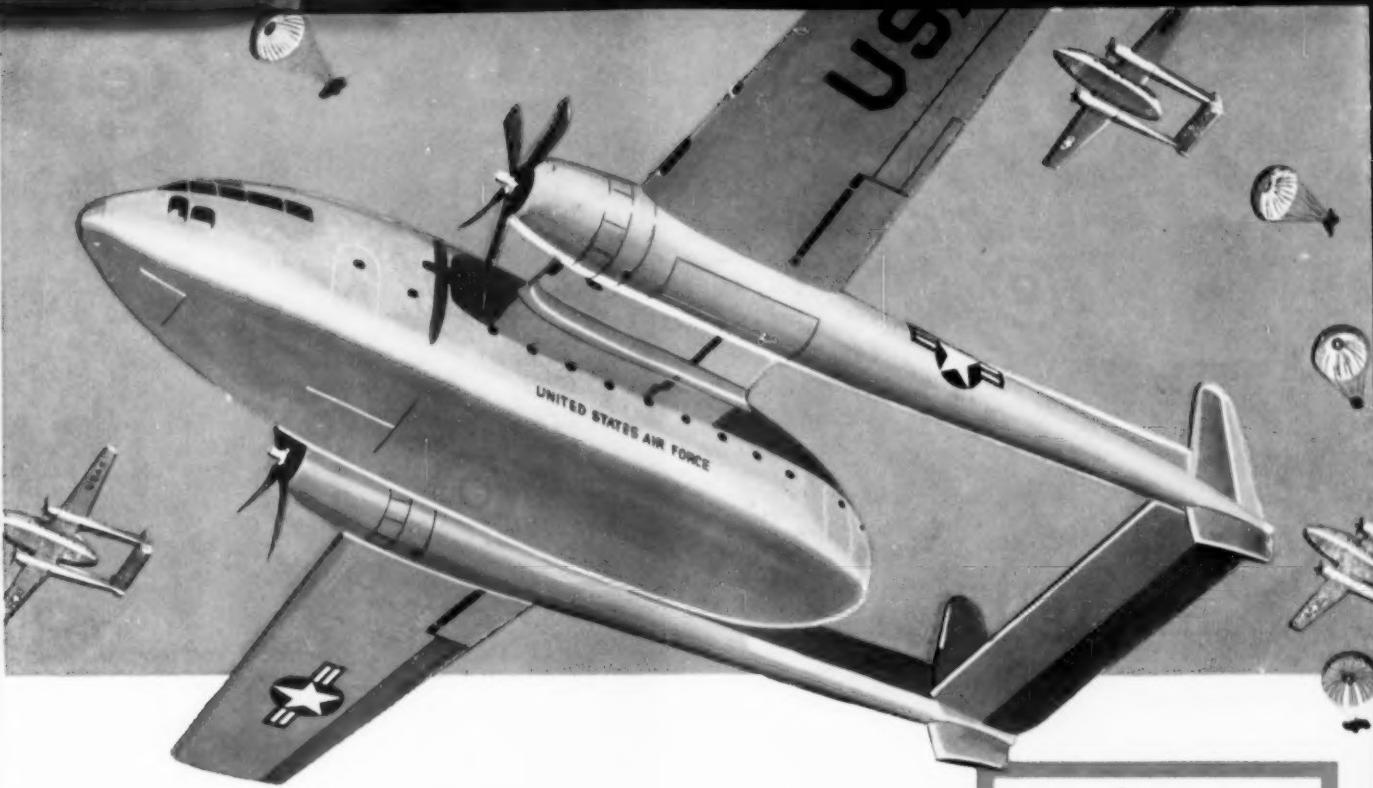
stacked loaded four-high without endangering the base pallet. Light in weight (four pounds) they can be comfortably manually handled for loading; and their initial low cost is said to be absorbed many times over in the savings in shipping costs they make possible. The charge of return shipping is eliminated, as is the expense of bookkeeping, inventory and control. With Titan pallets, there is no repair or maintenance factor. Instead of being carried as a capital item, the pallets are totally deductible as a business expense. User name, and/or product can be imprinted on the pallet in manufacture.

BOOKS

Paris (375 pages; \$3.75) and **Austria** (288 pages; \$2.95) are given a concise but thorough treatment in McGraw-Hill's excellent series of pocket Travel Guides. They do the intended job beautifully. We recommend these to the traveller without reservation. . . . **Greece**, edited by Dore Ogrizek (McGraw-Hill; 416 pages; \$6.50) is aptly described by the publishers as containing "all the ancient beauty and fascination" of that country. A handsome volume in beautiful color, it features 15 well-known writers who combine their talents to provide a thorough look-in on Greece and her people, history, geography, art, etc. . . . **The Living Past of America**, by Cornelius Vanderbilt, Jr. (Crown; 234 pages; \$5.95) is a photo album of historic houses and villages that have been preserved and restored. Concise text provides background data, as well as such information as how to get there, visiting hours, admission prices, etc.

For an air book with a straight, forthright message, we suggest that you pick up a copy of Eugene E. Wilson's **Wings of the Dawn** (170 pages) which takes issue with the oft-mentioned proposition that Western civilization is doomed to destruction. Wilson's ideas are quite the reverse, and he states his case in a volume covering the subjects of Sea Power and Social Order, Air Power and Social Revolution, and Moral Power and Social Revolution. . . . Once in a great while a quality novel of flying hits the bookstalls. Such a book is Jules Roy's **The Navigator** (Alfred A. Knopf; 177 pages; \$3) which we recommend in no uncertain terms. Translated from the original French by Mervyn Savill, the story concerns the aftermath of a collision of planes in which the sole survivor is a Free French navigator. Roy has produced a major work of emotion and excitement. . . . Seven short action air stories are between the covers of Frank Harvey's **Jet** (Ballantine; 138 pages; hardbound, \$2.75; paperback, 35¢). You'll like them.

Eleston Trevor's **The Big Pick-up** (Macmillan; 259 pages; \$3) concerns itself with a small band of British soldiers caught 40 miles from the sea and their struggle to reach the beach at Dunkirk. Good suspenseful story. . . . For some exciting reading during that plane trip of yours, we suggest **Time Bomb**, by Wilson Tucker (Rinehart; 264 pages; \$2.75)—especially if you're a science-fiction fan. It's Tucker in good form. . . . Ian Fleming's **Moonraker** (Macmillan; 220 pages; \$2.75) falls easily into the category of a thriller. It's all about an atomic rocket and the titillating battle to keep the super weapon out of the hands of the enemy.



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